

**COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
Meeting Agenda**

Department of Transportation | Videoconference

Online: <https://zoom.us/j/98333665123>

Dial-in: +16699006833,,98333665123# US (San Jose)

WEDNESDAY November 18, 2020 - 6:00 p.m.

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

Members: Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of October 21, 2020

Action Item

See attached October 21, 2020 draft meeting minutes.

4. Slow Streets

Informational

Deb Banks, Executive Director, Sacramento Area Bicycle Advocates, 916-444-6600, deb@sacbike.org
See Attachment 1 – Slow Streets Presentation.

5. Letter of Support for Dry Creek Parkway Phase II

Action Item

Liz Bellas, Director of Sacramento County Regional Parks, (916) 875-5925, bellase@saccounty.net
See Attachment 1 – Project Description and Attachment 2 – Draft Letter of Support.

6. Upper Westside Master Plan

Review and Comment

Mikki McDaniel, SacDOT, (916) 875-4769, mcdanielm@saccounty.net
See staff report and Attachment 1 – Upper Westside Bikeways and Roadway Cross Sections and Attachment 2 – Staff Report to Planning and Environmental Review – June 2020.

7. Active Transportation Plan Update

Review and Comment

Mikki McDaniel, SacDOT, (916) 875-4769, mcdanielm@saccounty.net
See Attachment 1 – ATP Safety Analysis Memo and Attachment 2 – ATP Stakeholder Meeting Minutes (17).

8. SR 70/99 Comprehensive Multimodal Corridor Plan

Review and Comment

Mikki McDaniel, SacDOT, (916) 875-4769, mcdanielm@saccounty.net
See staff report and Attachment 1 – SR 70/99 Segment 1 Map and Attachment 2 – Sacramento County Bicycle Master Plan, Map A-5, and Attachment 3 – SR 70/99 CMCP Draft Goals, Objectives, and Performance Metrics 10-27-20.

The meeting facilities are accessible to persons with disabilities. Requests for documents in accessible formats, interpreting services, assistive listening devices, or other accommodations should be made through the County Disability Compliance Office at (916) 874-7642 or (916) 874-7647 (TTY/TDD), no later than five working days prior to the meeting.

9. Informational Items

- Final Meeting Minutes, September 9, 2020

10. Staff Updates and Reports Back

- Sacramento Northern Trail Landscaping
- Alternative Modes Intern

11. Future Agenda Items

- 2020 SacBAC Annual Report
- Sacramento Parks and Trails Strategic Development Plan
- Re-Envision West Arden Arcade Plan

12. Set Next Meeting Dates

- a) Next SacBAC meeting: January 20; Location: Online: <https://zoom.us/j/96420689807>
Dial-in only: +16699006833,,96420689807# US (San Jose)
- b) Adjourn SacBAC

COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
DRAFT Meeting Minutes
Department of Transportation | Videoconference
Online: <https://zoom.us/j/98263859266>
Dial-in: +16699006833,,98263859266# US (San Jose)
WEDNESDAY October 21, 2020 - 6:00 p.m.

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

Members: Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

Start Time: 6:00PM

Present: Thomas Cassera, Sue Schooley, Robert Goss, Jack Wursten, Katherine Koumis, Dave Comerchero

Absent Excused:

Absent Unexcused: Erin Stumpf

2. Public Comment on Non-agenda Topics

No public comment

3. Review and Approve Meeting Minutes of September 9, 2020

Action Item

See attached September 9, 2020 draft meeting minutes.

Motion/Second: Robert Goss/Sue Schooley

Ayes: Thomas Cassera, Sue Schooley, Jack Wursten, Katherine Koumis, Dave Comerchero

Noes:

Abstain:

Absent: Erin Stumpf

4. Slow Streets

Action Item

Jack Wursten, Sacramento County Bicycle Advisory Committee Member, (916) 517-2722, jack.wursten@gmail.com

See Attachment 1 – Signed Letter of Support for Slow Streets.

The meeting facilities are accessible to persons with disabilities. Requests for documents in accessible formats, interpreting services, assistive listening devices, or other accommodations should be made through the County Disability Compliance Office at (916) 874-7642 or (916) 874-7647 (TTY/TDD), no later than five working days prior to the meeting.

Motion/Second: Robert Goss/Sue Schooley

Ayes: Thomas Cassera, Sue Schooley, Jack Wursten, Katherine Koumis, Dave Comerchero

Noes:

Abstain:

Absent: Erin Stumpf

5. Informational Items

- Final Meeting Minutes, July 8, 2020
- No comments

6. Set Next Meeting Dates

- a) Next SacBAC meeting: November 18; Location: Online: <https://zoom.us/j/98333665123>;
Dial-in only: +16699006833,,98333665123# US (San Jose)
- b) Adjourn SacBAC
End Time: 6:28PM



Slow Streets What are they? What are we learning? Steps forward.



Photo source, OakDOT

Presentation to the
Sacramento County Bicycle Advisory
Committee

November 18th, 2020



Deb Banks, Exec. Dir. deb@sacbike.org



Slow Streets: What are they?

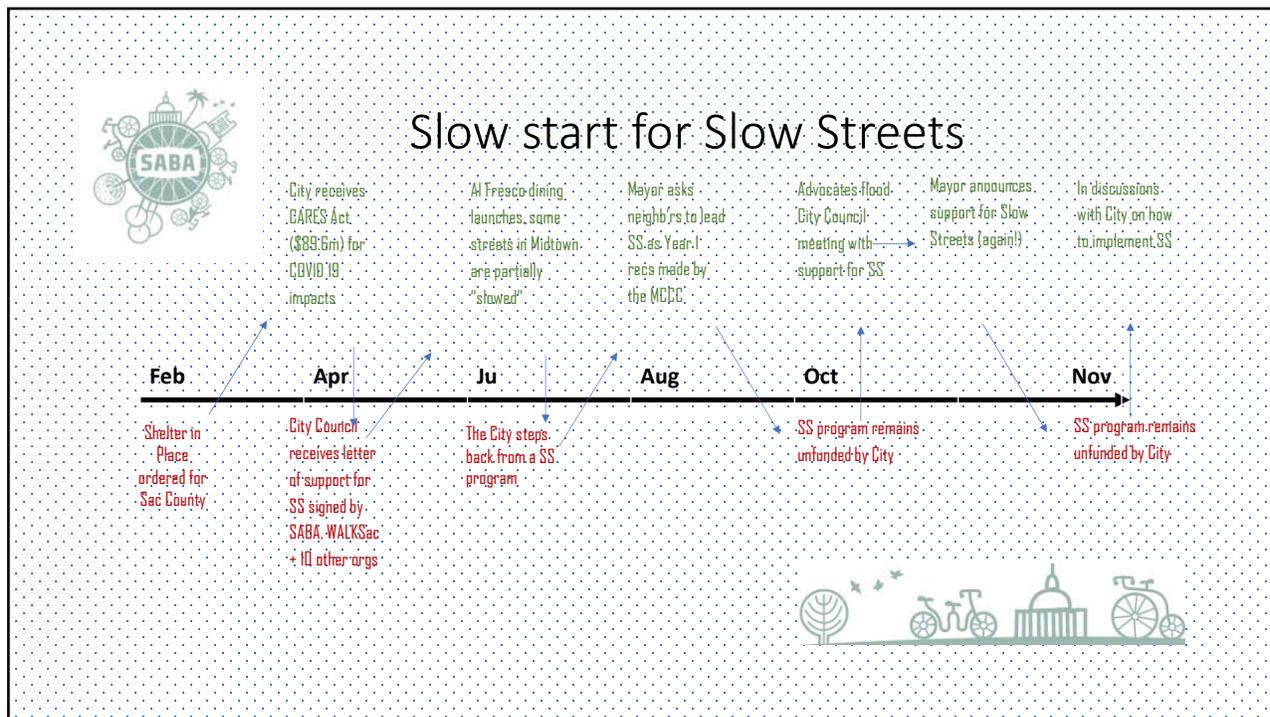


Photo source, OakDOT

- "Slow streets" are streets and routes that prioritize street space for pedestrians and bicyclists, limiting vehicle traffic.
- The goal is to provide more space for socially distant essential travel and exercise during the COVID pandemic.
- Sacramento's criteria includes:
 - Only 2 lanes wide
 - Residential in nature
 - Have a speed limit of 25 mph or less
- Priority given to disadvantaged communities, or
- Communities that don't have access close by to parks
- Don't impose!



Deb Banks, Exec. Dir. deb@sacbike.org




Slow Streets: what are we learning?

- San Francisco's SS program and Oakland's SS program have both reported that traffic has calmed on their identified Slow Streets
- SFMTA reports that vehicle volume on SS streets has decreased 50% or more and pedestrian volumes have increased over 17%.
- Biking increased 65% on weekdays and 80% on weekends.
- While SS will divert traffic to neighboring streets, SFMTA reports that the increase of cars on those streets is not significantly affecting traffic.
- DakDOT reports requests for traffic safety on larger streets as a result of SS.
- DakDOT reports costs upwards of \$150,000 for cones, barricades, signs and printing.
- Both cities are looking for ways to make SS permanent for many of their neighborhoods.
- Slow Streets = "wins" for enabling more people to safely walk or ride to their destination.

Sources: <https://cao-94612.s3.amazonaws.com/documents/Oakland-Slow-Streets-Interim-Findings-Report.pdf>
https://www.sfmta.com/sites/default/files/reports-and-documents/2020/10/slow_streets_phase_1_and_2_evaluation_-_summary_of_findings_-_october_2020.pdf





Slow Streets: Next Steps for Sacramento?

- Advocate Sacramento County to implement a program for SS
- Reach out to county residents – hear their thoughts and ideas
- Build in a SS program into the Bicycle Master Plan update
- Get in touch with SABA for assistance with SS in neighborhoods



Photo source: OakDOT



Deb Banks, Exec. Dir. deb@sacbike.org

COUNTY OF SACRAMENTO

Department of Regional Parks

Dry Creek Parkway Trails Phase II

Project Description

In August 2011, Sacramento County Regional Parks completed Phase I of the Dry Creek Parkway Trail project, which constructed three miles of bicycle, pedestrian and equestrian trails within the Dry Creek Parkway in northern Sacramento County. Phase II is the next extension of this ten mile long master-planned regional trail system. This next extension will link the Cherry Island Soccer Complex with Gibson Ranch Park, each of which has tens of thousand of visitors annually. It is also the next link in connecting the Sacramento County trail system with the adjacent Placer County trail system.

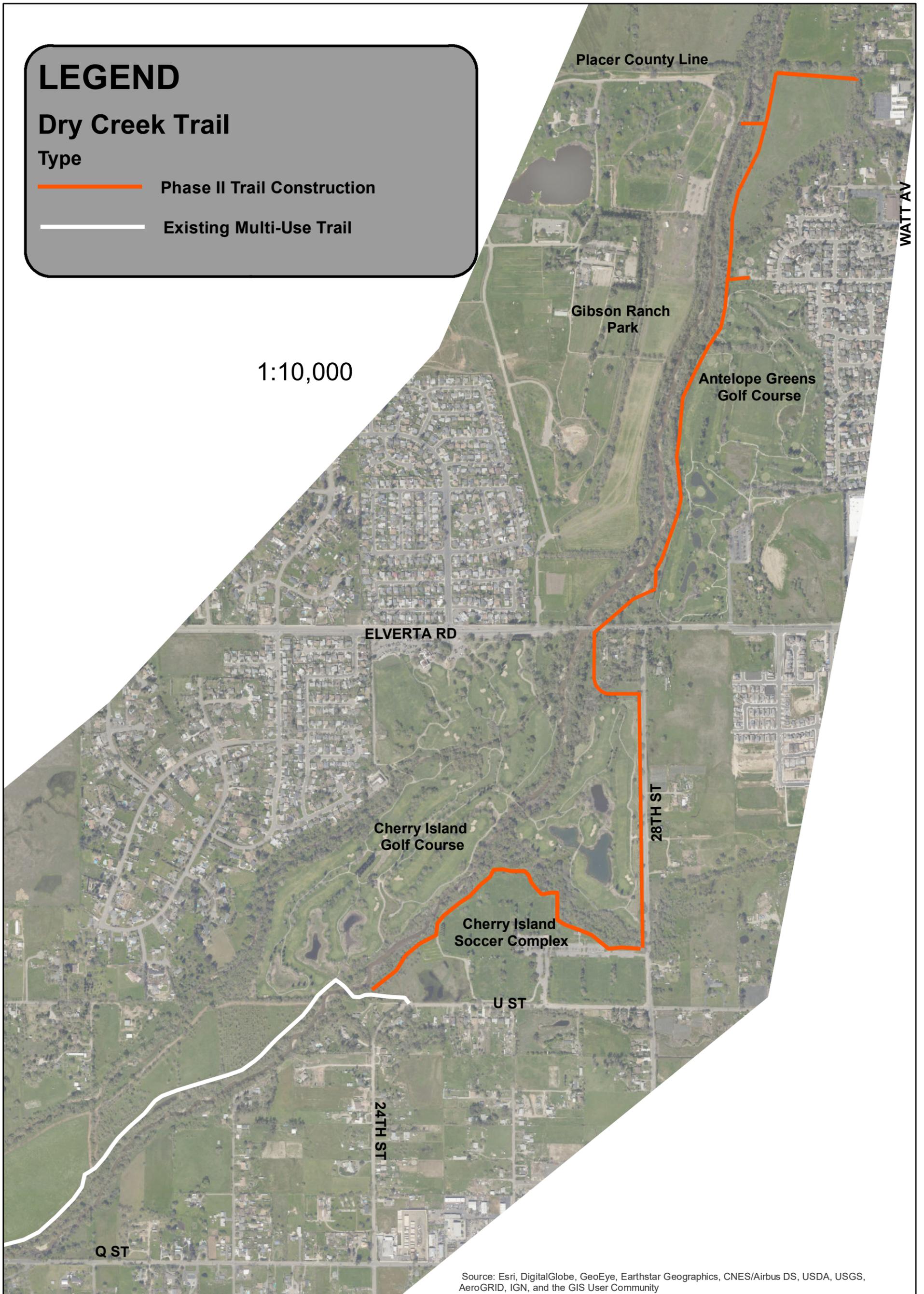
Phase II of the Dry Creek Parkway Trail will consist of several elements, including the construction of 2.6 miles of paved Class I shared-use bicycle/pedestrian trails and 0.6 mile of equestrian trails, stretching from the Cherry Island Soccer Complex at 28th and U Streets to the Placer County line in Gibson Ranch Park, improving bicycle lanes, signage and striping along Curved Bridge Road and Cherry Lane, and providing interpretive signs along the trails. The bicycle lane improvements will provide linkage from the Sacramento Northern Trail and the Dry Creek Parkway Trail.

The trails will be constructed along the north edge of the Cherry Island Soccer Complex, parallel to 28th Street, and on the east side of Dry Creek adjacent to the Antelope Greens Golf Course and on County-owned park land. A connection to Northbrook Park on the east side of Dry Creek is planned for this phase. A small section of new equestrian trail will be constructed along 28th Street. The existing band of riparian vegetation surrounding Dry Creek will be preserved to the greatest practical extent.

The multi-use trail will consist of a 12-foot wide surface paved with asphalt concrete for bicyclists and skaters, and a three foot wide decomposed granite shoulder on each side for pedestrians. The multi-use trail base will consist of new aggregate and/or recycled asphalt concrete and Portland cement concrete. The parallel equestrian trail will consist of a six foot wide dirt path.

One prefabricated bridge will be installed as part of the project, placed across Dry Creek near the northern end of Gibson Ranch Park. The bridge will be anchored to steel-reinforced concrete abutments resting on steel-reinforced concrete cast-in-place piers.

Interpretive signs, containing environmental and cultural information, will be placed at several points along the trails.



Dry Creek Parkway Trail Phase II

Northern Reach: Placer County Line to
Cherry Island Soccer Complex

Item 5 - ATT 2 - Draft Letter of Support Dry Creek Parkway Trail Phase II

November 18, 2020

Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Support for Sacramento County Department of Regional Parks Active Transportation Program Grant Application for Dry Creek Parkway Trail, Phase II

To Whom It May Concern:

I am pleased to offer this letter of support for the Dry Creek Parkway Trail, Phase II.

The County of Sacramento Department of Regional Parks (Regional Parks) is applying for Active Transportation Grant Funding to complete Phase II of the Dry Creek Parkway Trail. The complete Dry Creek Parkway trail system will provide connections from and through Sacramento, Rio Linda, Roseville, Rocklin, Loomis, Granite Bay, Folsom, Rancho Cordova and unincorporated areas of Sacramento County by linking several existing and planned regional trails that form the Sacramento/Placer Greenway Loop. Additionally, it will provide a variety of links between local and regional activity centers. Academic activity centers include Rio Linda High School and Junior High School, Dry Creek Elementary School, Center High School and Continuation High School. Linked recreation activity centers include Cherry Island Soccer Complex, Cherry Island Golf Course, Gibson Ranch Park, Hayer Park, Central Park and Depot Park. The trail system will also provide direct links to the commercial and cultural centers of downtown Rio Linda, Rio Linda/Elverta Community Center and historic Dry Creek Ranch.

The Dry Creek Parkway Trails, via links with the Ueda Parkway, Sacramento Northern Parkway and the Dry Creek Greenway in Placer County, will provide access from southwestern Placer County and north central Sacramento County to the American River Parkway, California State University - Sacramento (CSUS) and downtown Sacramento. In addition, the Dry Creek Parkway Trail system will complement other bicycle and pedestrian plans in the adjacent region by providing links to and between the existing and planned trails within the project region. The project is consistent with the County's Dry Creek Parkway Master Plan (2003) and Bicycle Master Plan (2011).

Cordially,

Chairperson
Sacramento County
Bicycle Advisory Committee

Vice Chairperson
Sacramento County
Bicycle Advisory Committee

To: Members of the County Bicycle Advisory Committee

Subject: Upper Westside Master Plan

Location/District: District 1

Recommendation: Review and Comment

Contact: Mikki McDaniel, Transit and Bicycle Coordinator, Sacramento County Department of Transportation (SACDOT), (916) 875-4769, mcdanielm@saccounty.net

Summary: In October 2020, the applicant for Upper Westside Master Plan submitted roadway cross sections and an updated bikeway exhibit to the County (Attachment 1). The applicant seeks feedback from SacBAC on the bikeway exhibit and cross sections. Staff comments to the applicant on the updated documents are included below.

Sacramento County Department of Transportation, Programs and Reports Section
Comments to Applicant, October 2020

1. The applicant did not propose Class I along the west side of Witter Canal from I-80 to El Centro Road, which is currently an unpaved maintenance road with no public vehicle access. This was a request from staff, as well as SacBAC.
2. In my comments in March 2020, I requested a Class IV or I for El Centro in order to increase the separation between cyclists and projected heavy traffic volume (37,000 ADT). However, a buffered Class II bicycle lane was proposed instead. For A and B1 sections of El Centro, would it be possible to combine the walkway and bikeway into a Class I bike path, if the concern is space constraint? For example A – west side is an 8’ walkway with a bike lane 5’ and travel side buffer of 3’. This could become one Class I trail (12’ wide trail with 2’ DG shoulders on both sides).

Funding Source(s): Applicant is responsible for construction costs for bikeways with partial reimbursement for regional trails from the Sacramento County Transportation Development Fee.

Background Information: On March 6, 2020, Thomas Law Group and Wood Rodgers on behalf of Upper Westside, LLC submitted an application to County Planning and Environmental Review for the adoption of the Upper Westside Specific Plan (March 6, 2020).

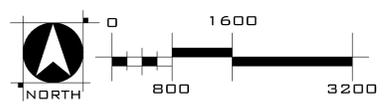
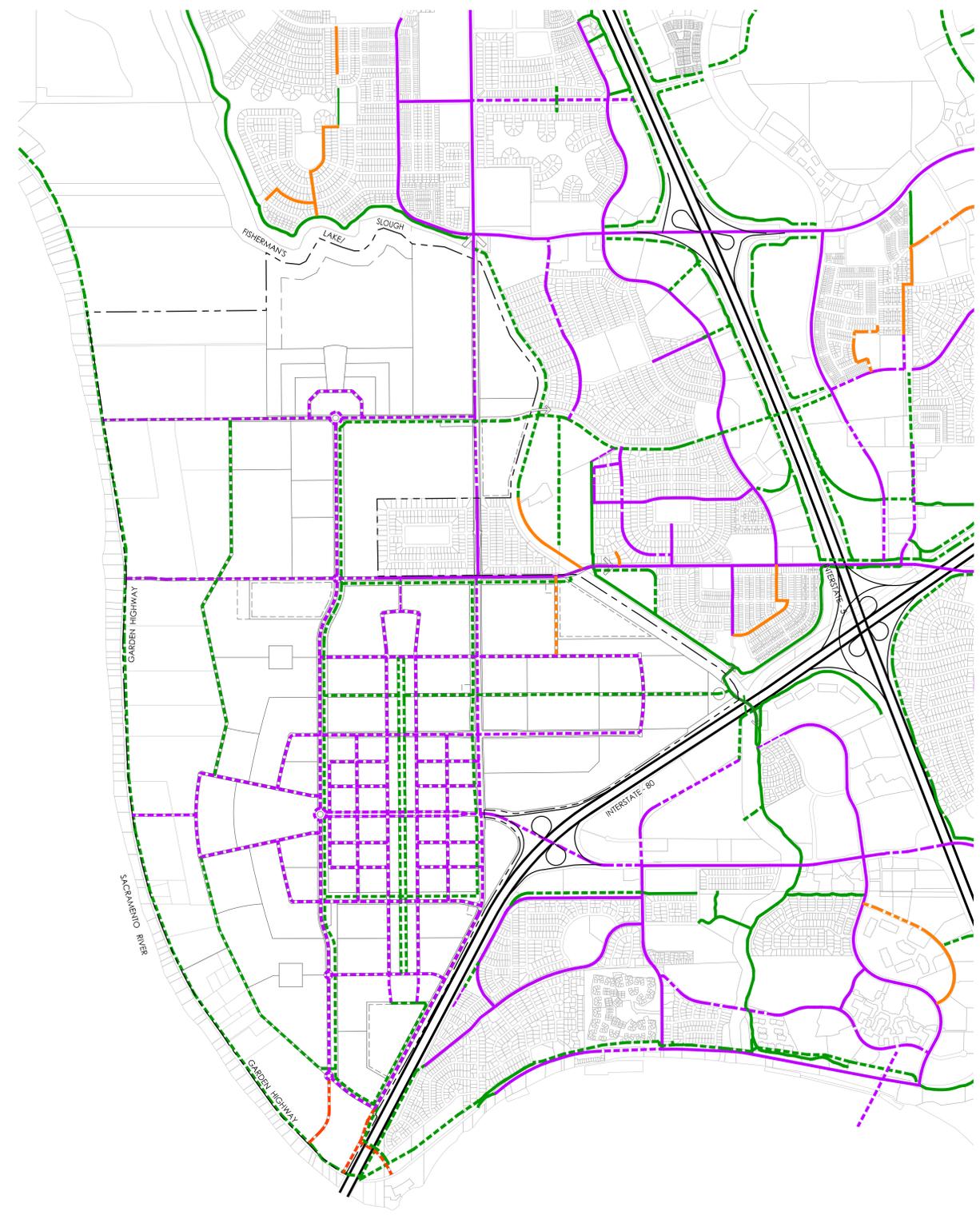
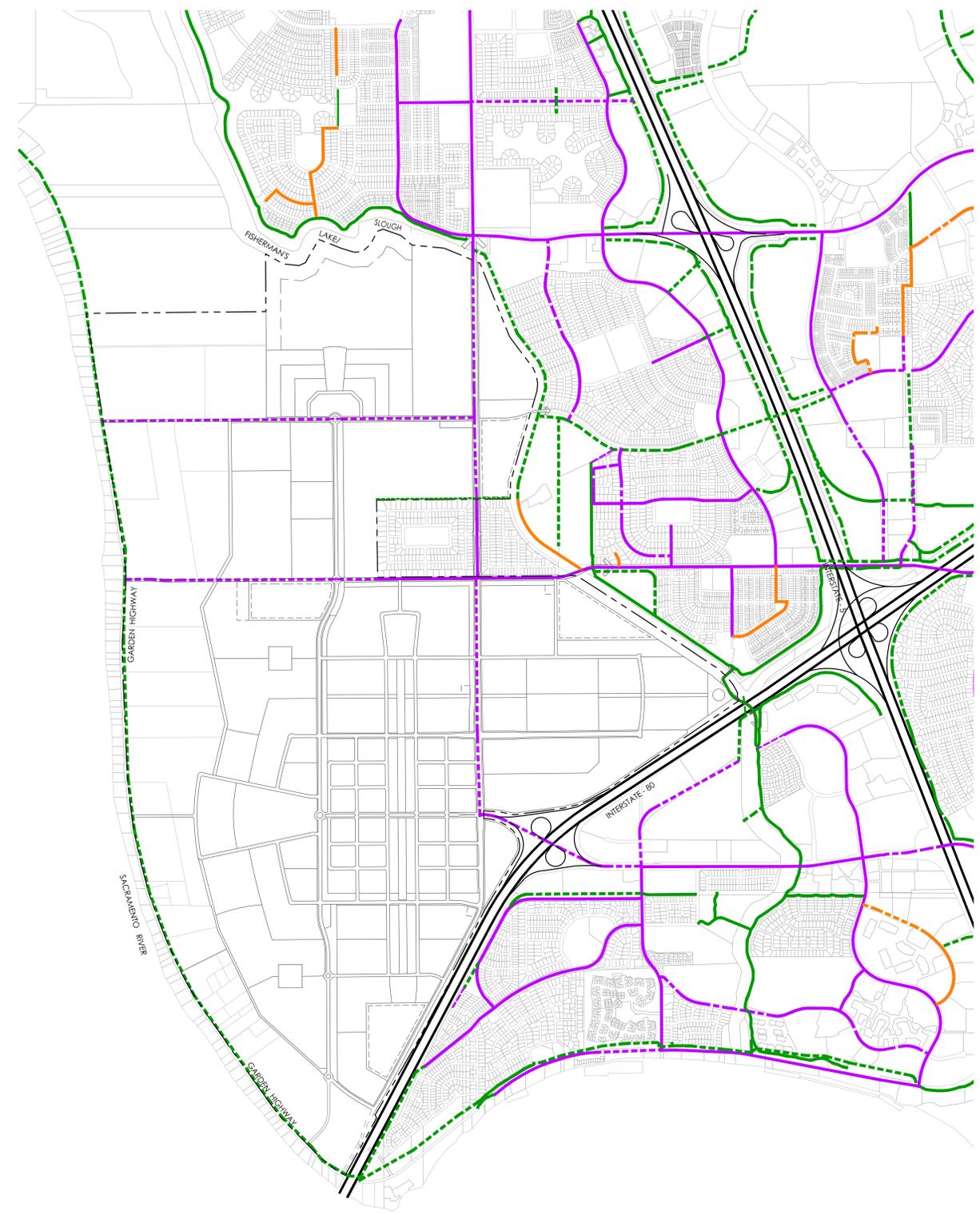
On May 13, 2020, staff submitted the Upper Westside bikeway exhibit for comment to SacBAC. The Committee’s comments are described in a staff report to Planning and Environmental Review (Attachment 2).

The proposed Upper Westside Plan Area encompasses approximately 2,066 acres adjacent and directly west of the existing communities of North and South Natomas. The Plan Area is bounded by Interstate 80 to the south and east, Witter Canal and Fisherman's Lake/Slough to the northeast, and Garden Highway to the west. The center of the project is located approximately 3.5 miles from downtown Sacramento. To the west of the Plan Area and across the Sacramento River is Yolo County. The Upper Westside Plan Area abuts the City of Sacramento City Limits to the north, east, and southeast.

PROPOSED BIKEWAY MASTER PLAN AMENDMENT EXHIBIT UPPER WESTSIDE COUNTY OF SACRAMENTO, CALIFORNIA SEPTEMBER 30, 2020

SACRAMENTO COUNTY BIKEWAY MASTER PLAN

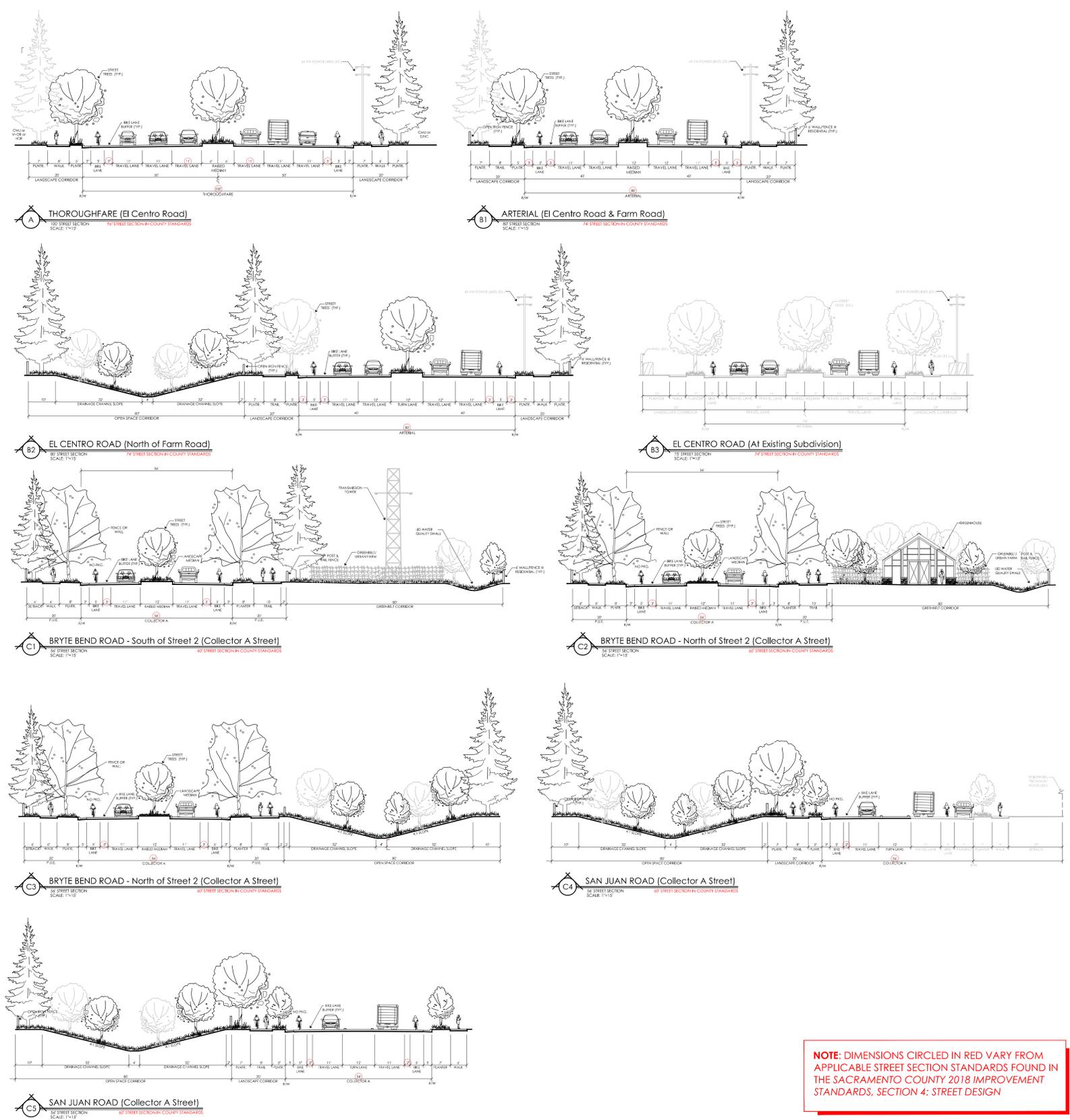
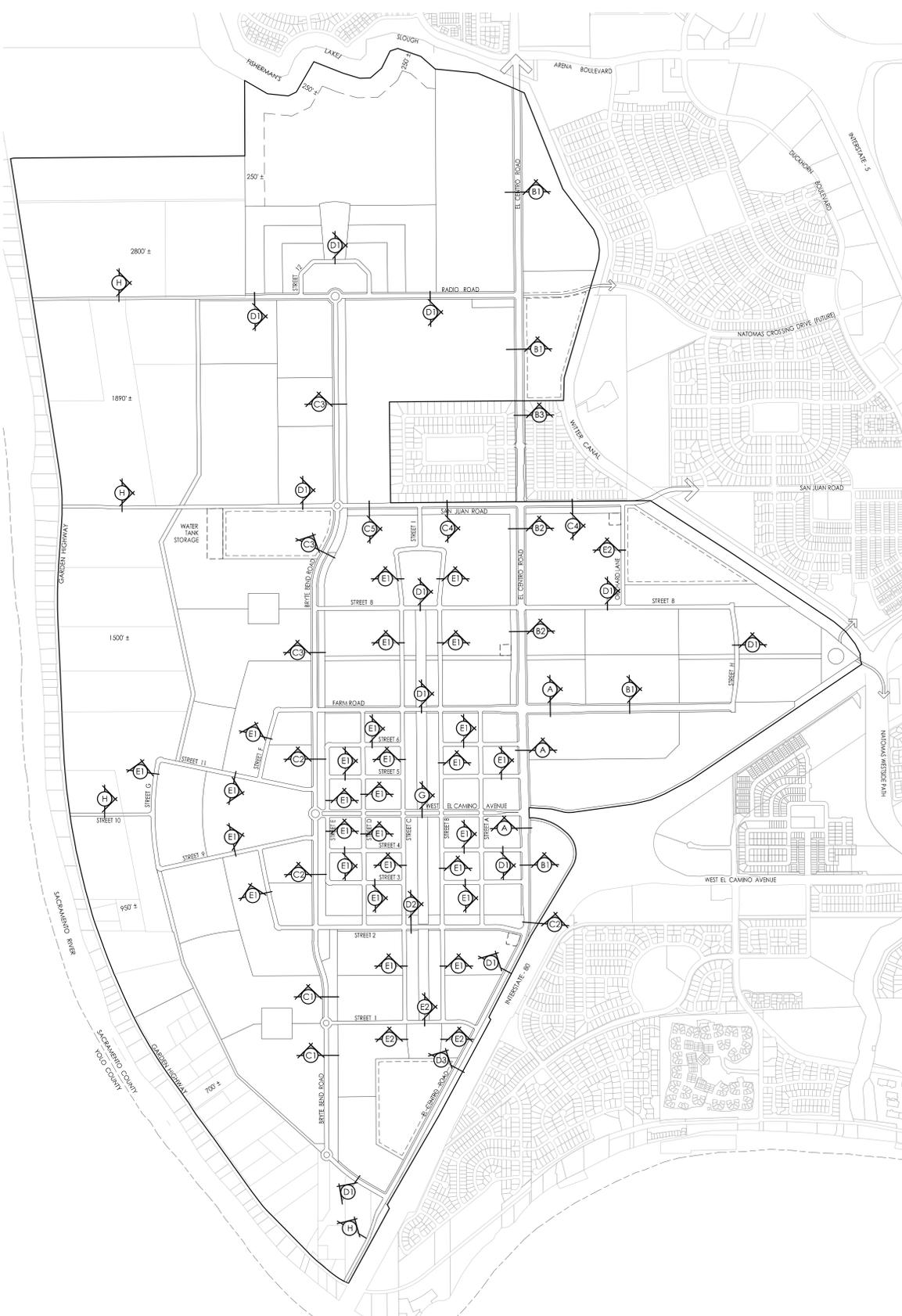
UPPER WESTSIDE PROPOSED BIKEWAY MASTER PLAN AMENDMENT



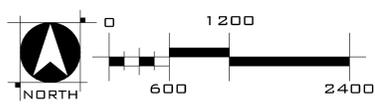
EXISTING		PROPOSED	
	CLASS I		CLASS I
	CLASS II		CLASS II
	CLASS III		CLASS II (G.H. ALTERNATIVE)
			CLASS III

ROADWAY MASTER PLAN UPPER WESTSIDE COUNTY OF SACRAMENTO, CALIFORNIA

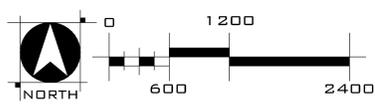
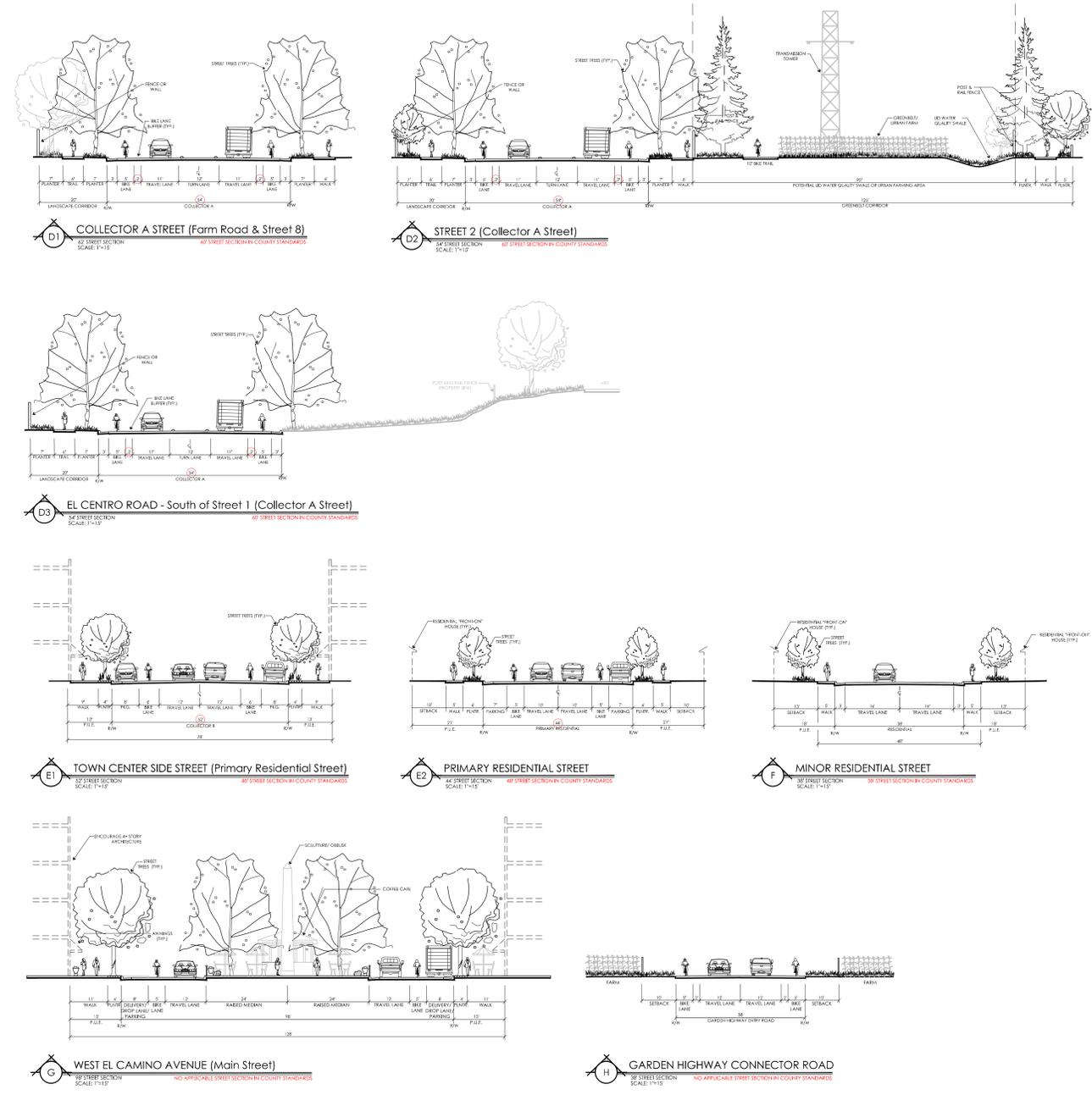
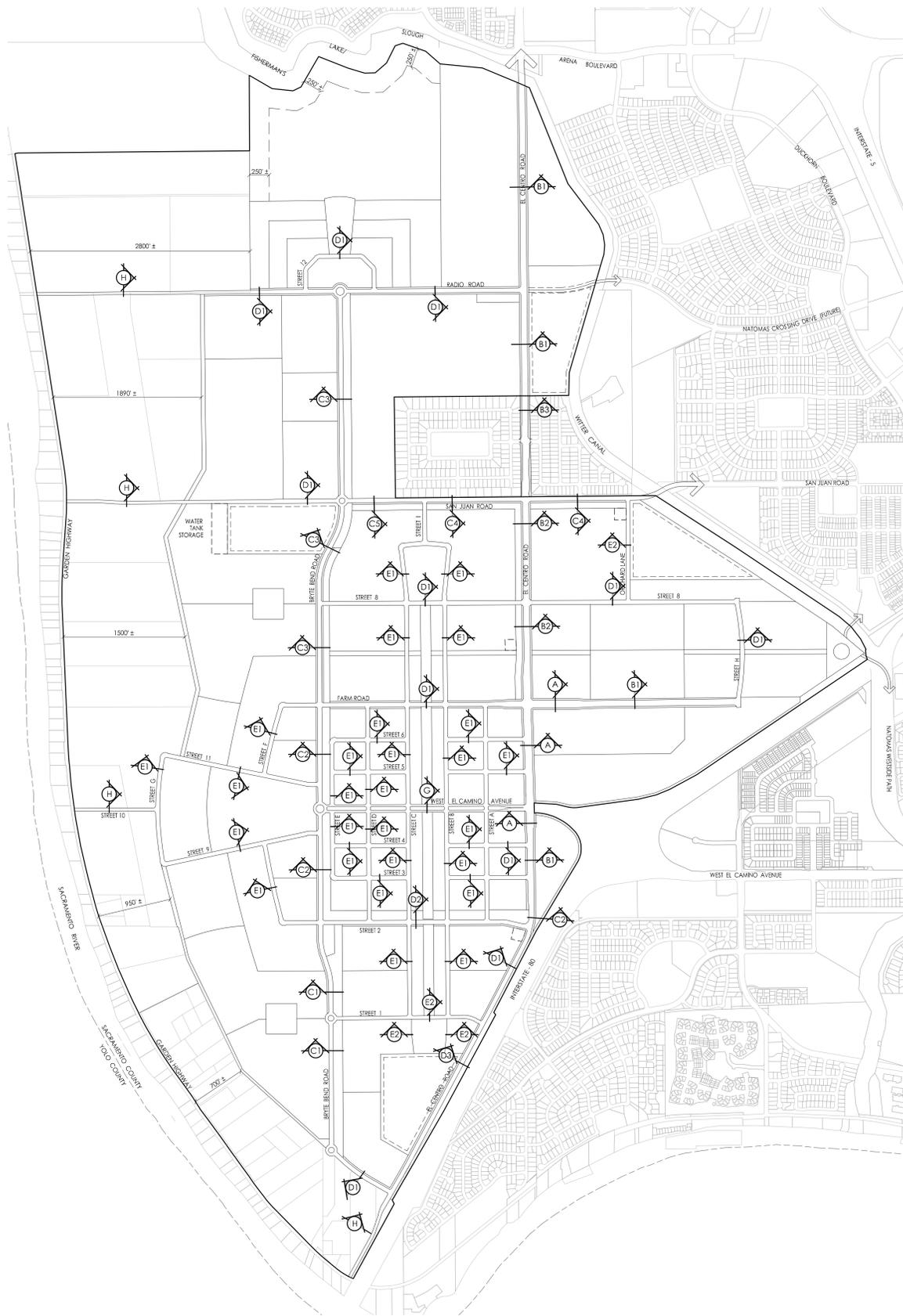
SEPTEMBER 4, 2020



NOTE: DIMENSIONS CIRCLED IN RED VARY FROM APPLICABLE STREET SECTION STANDARDS FOUND IN THE SACRAMENTO COUNTY 2018 IMPROVEMENT STANDARDS, SECTION 4: STREET DESIGN



ROADWAY MASTER PLAN UPPER WESTSIDE COUNTY OF SACRAMENTO, CALIFORNIA SEPTEMBER 4, 2020



NOTE: DIMENSIONS CIRCLED IN RED VARY FROM APPLICABLE STREET SECTION STANDARDS FOUND IN THE SACRAMENTO COUNTY 2018 IMPROVEMENT STANDARDS, SECTION 4: STREET DESIGN

June 12, 2020

Todd Taylor
Office of Planning and Environmental Review
taylorto@saccounty.net

Subject: Upper Westside Specific Plan
Control No.: PLNP2018-00284
Entitlement: SDB SPP DRS
APN: 225-0210-00284
Location: Upper Westside Plan Area

The Upper Westside Specific Plan bikeway plan (March 2020), were presented to the Sacramento County Bicycle Advisory Committee on May 13, 2020. Staff gave an overview of the plan area and described the trails exhibit. An applicant representative, Tim Denham, was present and answered questions. The Committee reviewed and provided comments on the trails exhibit. All members were present. No action was taken.

DISCUSSION SUMMARY

The committee showed support for the Class II bike lanes on the full length of collector roads, such as Radio Road and San Juan Road. A request was made for staff to request from the Office of Planning and Environmental Review an updated trails exhibit as of May 5, 2020 and to forward to the committee. The updated exhibit shows that Class II bike lanes are on the full length of Radio Road and San Juan Road.

The applicant did not propose Class I along the west side of Witter Canal from I-80 to El Centro Road, which is currently an unpaved maintenance road with no public vehicle access. The Committee requested that staff contact RD 1000 to obtain a trail policy, if any, on whether Class I trails can be sited on a levee top, or to request a meeting to discuss the possibility. The Committee supports a Class I trail on the west side of Witter Canal if it can be sited on the levee top, but not at the toe of the levee due to a concern over perception of safety.

If RD 1000 is not willing to allow a trail on the west side of Witter canal, the Committee advises that the County encourages Class I development on the east side of Witter Canal from I-80 to El Centro Road, outside of the Plan Area. The committee discouraged the creation of a trail that leads the user to cross the canal multiple times.

The overall Committee feedback on the plan was positive.

If you have any questions, please call Mikki McDaniel at (916) 875-4769.

Mikki McDaniel

Mikki McDaniel, Bicycle and Transit Coordinator
Department of Transportation

cc: Gary Gasperi, SACDOT

PRELIMINARY SAFETY ANALYSIS DRAFT REPORT

SACRAMENTO COUNTY ACTIVE TRANSPORTATION PLAN

NOVEMBER 2020

PREPARED FOR:

SACRAMENTO COUNTY, CA



8950 CAL CENTER DRIVE, SUITE 340, SACRAMENTO, CA 95826 • 916.368.2000 • DKSASSOCIATES.COM

PREPARED FOR:

SACRAMENTO COUNTY, CA

PREPARED BY DKS ASSOCIATES



Josh Pilachowski, PhD, PE, RSP1

Mahdi Rouholamin, PhD, PE

Aditi Meshram

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INTRODUCTION

This report provides a summary of the collision trends involving people walking and biking and high-risk locations within unincorporated Sacramento County. The analysis includes collision data trends analysis in the study area, spatial analysis of the collisions involving people walking or biking, and the identification of roadways and intersections showing a safety need associated with pedestrians and bicycles, better known as High Injury Network (HIN). The analysis presented in this study used the collision data through the Transportation Injury Mapping System (TIMS).

The purpose of this memorandum is to define the baseline safety conditions to identify trends and patterns found in both locations and types of collisions. This will be used to develop countermeasures and projects that will address deficiencies and improve safety for multimodal travel.

SUMMARY OF HISTORIC TRENDS AND IDENTIFIED DEFICIENCIES

The key trends and deficiencies identified from the analysis summarized in this document provide a direction of programs and improvements to consider as part of this Plan. A summary of these trends and deficiencies for collisions involving people walking and biking are as follows:

- Pedestrians are shown to be the most vulnerable users, with similar frequency of crashes to those involving people bicycling, but much higher crash severities
- The proportion of collisions involving people walking and biking happen ten times more frequently than the proportion of people commuting by walking or biking
- Three times as many collisions occur at intersections, however collisions occurring along segments are more severe both for people walking and biking
- Within school zones, collisions involving people walking and biking result in less severe injuries, even more so for collisions involving school-age children
- While very rare, the highest severity collisions involving people biking on a bicycle facility is at Class I roadway crossings that lack protective improvements such as RRFB/HAWK signals

DATA COLLECTION AND METHODOLOGY

OVERVIEW OF COLLISION DATA

The raw collision data was retrieved from the Transportation Injury Mapping System (TIMS) for the most recent five-year time period available (1/1/2015-12/31/2019). The dataset includes a multitude of information for each collision, including date, time, location, traffic control, weather, severity, primary collision factor, lighting, and CHP notes. While TIMS provides the data for injury and fatality collisions (Property Damage Only – or PDO collisions are not addressed in TIMS), a review of collisions involving people walking or biking shows that the majority of them are no-PDO, hence TIMS database can be used instead of the Statewide Integrated Traffic Records System (SWITRS), which incorporates PDO collisions. Notably, our investigation of the collisions involving people walking or biking in Sacramento showed that less than 1% of collisions involving people

walking or biking are PDO. Given that, TIMS data was found to be sufficient for this level of analysis. All collisions were classified as intersection or segment collisions based on the distance to the nearest intersection. According to the California Local Road Safety Manual (LRSM) and the influence area of the intersections, collisions within 250 feet of an intersection were considered intersection collisions, and all collisions farther than 250 feet from an intersection were considered segment collisions.

ANALYSIS APPROACH

There are many methods of analyzing crash records to identify systemic trends and patterns as well as priority locations in need of improvements. One important metric to consider is which locations have the highest number of collisions occur, especially the ones that result in the victim being killed or severely injured (KSI). However, it is also important to look for systemic trends that may reveal physical, environmental, or behavioral characteristics that can lead to insights about where broader ranging policies or programs can be applied to reduce crash occurrences or severity.

This analysis reports on both the total number of collisions and KSI as well as making use of the Equivalent Property Damage Only (EPDO)¹ method which provides an average severity score across different categories, allowing for direct comparison of collision types without comprehensive traffic volume data. The severity score is based on aggregating an EPDO factor that represents the societal and economic cost of different crash severities² with values shown in **Table 1**. These cost estimates include the monetary losses associated with medical care, emergency services, property damage, lost productivity, and the like, to society as a whole. When summarized across locations (hotspots), collision type, driver behavior, or roadway characteristics, time of day, or environmental conditions can help compare and contrast trends and identify high priority collision characteristics. It should be noted that the EPDO score for collisions involving people walking and biking were determined by the level of injury sustained by the pedestrian or bicyclist. For the other collisions, the EPDO was determined by the highest level of injury sustained by the involved vehicles' occupants.

TABLE 1: EPDO WEIGHTING FACTOR BY COLLISION SEVERITY

	COLLISION SEVERITY	EPDO FACTOR
FATAL AND SEVERE INJURY	SIGNALIZED INTERSECTION	120
	NON-SIGNALIZED INTERSECTION	190
	ROADWAY	165
	INJURY (OTHER VISIBLE)	11
	INJURY (COMPLAINT OF PAIN)	6

¹ 2010 Highway Safety Manual (HSM)

² Caltrans Local Roadway Safety Manual, Appendix D, April 2020

PDO

1

For this project and most other safety analyses, the collision severity is defined in the HSM as follows:

- **Fatal injury:** A collision that results in the death of a person within 30 days of the collision.
- **Severe (incapacitating) injury:** A collision that results in broken bones, dislocation, severe lacerations, or unconsciousness, but not death.
- **Other visible (non-incapacitating) injury:** A collision that results in other visible injuries, including minor lacerations, bruising, and rashes.
- **Possible injury (complaint of pain):** A collision that results in the complaint of non-visible pain/injury, such as confusion, limping, and soreness.
- **Property damage only (PDO):** A collision without injury or complaint of pain but resulting in property damage to a vehicle or other object, commonly referred to as a “fender bender.”
- PDO collisions do not include mechanical issues, such as a flat tire unless the failure results in a collision with another vehicle or object.

For each category of crash descriptors, a summary is provided that includes five-year total of crashes (frequency), KSI, total EPDO, and average EPDO by collision. This approach identified collision patterns for each mode (pedestrian and bicycle) compared to crashes involving all vehicles, resulting in a list of priority locations with a history of those collision types. The list of priority locations was further supplemented through hotspot analysis, which identified intersections and corridors with high KSI and/or EPDO scores (high frequency and/or severity of collisions) and EPDO per collision (high average severity across collisions).

The following sections summarize the key findings of the safety analysis as well as high-risk network or HINs.

OVERVIEW OF COUNTYWIDE INJURY COLLISION TRENDS

This section summarizes the injury collision trends and patterns in unincorporated Sacramento County and, specifically focusing on collisions involving people walking and biking. In total, 2,038 collisions involving injury to someone walking or biking occurred in unincorporated Sacramento County between January 1, 2015, and December 31, 2019. Of these collisions, 1,000 involved a vehicle colliding with someone walking³, 1,038 involved a collision between a vehicle and someone biking. A summary of the frequency and relative severity of these collisions is presented in **Table 2**. As can be seen in this table, while the number collisions involving people walking or biking over the five-year period are similar, the resulting EPDO (or average severity) of a collision involving someone walking is more than twice as severe than a collision involving someone biking, and more than three times as severe as compared to the average severity across all injury crashes.

A review of the 2018 Five-Year American Community Survey (ACS) shows that a large majority (88.7%) of unincorporated Sacramento County residents commute by driving, either alone or in a carpool, while only 1.7% commute by transit, 0.9% commute by walking, and 0.4% commute by biking. Looking deeper at the collisions by only assessing severe injury and fatal collisions, 1,637 severe injury and fatal collisions happened during this period, out of which 487 involved either a pedestrian or a bicyclist. That is, while approximately one out of every nine injury collisions involve someone walking or riding a bike, the proportion increases to almost one out of every three for severe injury and fatal collisions. This disproportionate share, as shown in **Figure 1**, illustrates the vulnerability of pedestrians and bicyclists compared to other road users which, in turn, necessitates proper investigation of collisions involving people walking or biking and countermeasure development.

TABLE 2: INJURY COLLISION FREQUENCY AND EPDO BY TYPE (2015-2019)

COLLISION TYPE	NUMBER OF CRASHES	FATAL/SEVERE INJURY CRASHES	EQUIVALENT PROPERTY DAMAGE ONLY (EPDO) SUM	EPDO/COLLISION
PEDESTRIAN COLLISIONS	1,000	348	60,852	60.9
BICYCLE COLLISIONS	1,038	139	29,809	28.7
VEHICLE COLLISIONS	16,190	1,150	309,126	19.1

³ One collision occurred between someone walking and someone biking. given that the person walking was more severely injured than the person biking, it was categorized with the other collisions involving people walking.

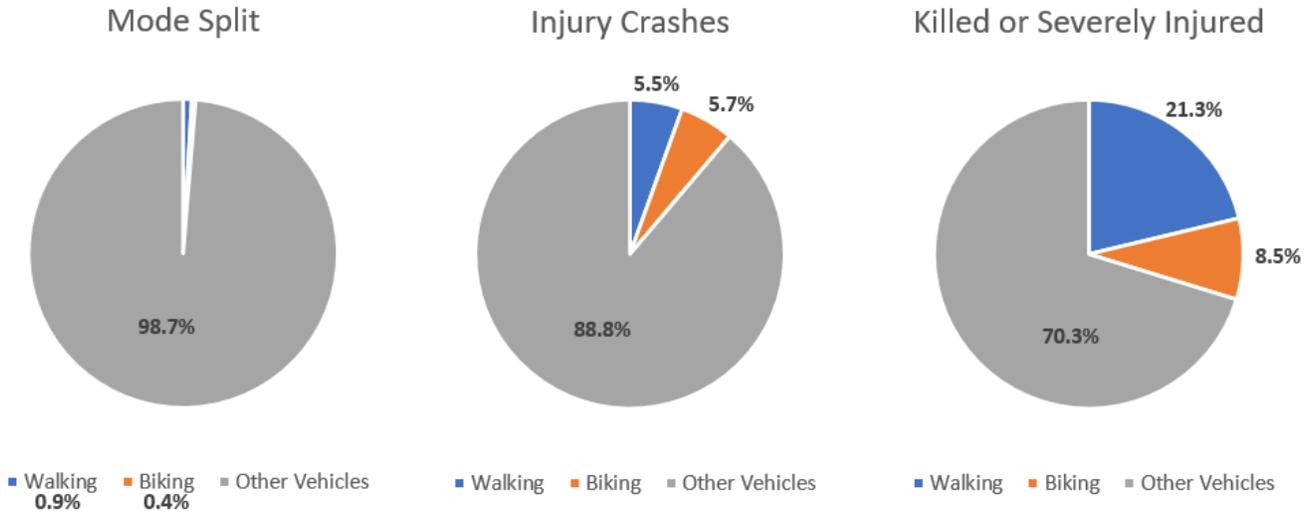


FIGURE 1. COMPARISON OF COMMUTE MODE SPLIT TO PROPORTION OF INJURY CRASHES

COLLISION LOCATION

Further analysis was conducted to investigate the effect of collision location, i.e., segment versus intersection, on the frequency and severity of collisions involving people walking or biking, as represented by the average EPDO score. **Table 3** presents the collision frequency, EPDO scores, and average EPDO score per collision for each collision type and location for unincorporated Sacramento County.

The results reveal several important trends and possible causes:

- Far more collisions involving people walking or biking (approximately 3 times as many) occur at intersections as compared to segments. This is likely due to the increased number of potential conflict points where vehicles and people walking or biking can interact.
- While many more collisions occur at intersections, the severity of injuries incurred along segments is slightly higher, potentially due to increased vehicle speed
- Based on the average severity (EPDO), collisions involving people walking have twice the severity level as collisions involving people biking and more than three times the average severity level over all crashes
- Despite the commute mode share for walking (0.9%) being more than twice of that for bicycling (0.4%), the frequency of crashes between the two are very similar. This could have two potential causes or a combination: being that bicycle trips are often longer, leading to more exposure, as well as bicycle are more often operating within the same right-of-way as cars.

TABLE 3: EPDO SCORES FOR INTERSECTIONS AND SEGMENTS

COLLISION TYPE	SEGMENT				INTERSECTION			
	Freq.	KSI	EPDO	EPDO/Col.	Freq.	KSI	EPDO	EPDO/Col.
PEDESTRIAN COLLISIONS	262	107	18,990	72.5	738	241	41,862	56.7
BICYCLE COLLISIONS	253	38	8,085	32.0	785	101	21,724	27.7
VEHICLE COLLISIONS	6,463	542	142,833	22.1	9,727	608	166,292	17.1

CONTRIBUTING FACTORS PER LOCATION

One of the primary tools in diagnosing crash records to determine some level of connection to the built environment, environmental conditions, and human behavior is primary collision factor(s), which is recorded by the reporting officer. It is however important to recognize that this is not a description of blame or fault, which is specifically not included in crash records.

Figure 2 and **Figure 3** show the location, contributing factors, and associated average EPDO scores of the studied collisions involving people walking or biking, respectively, in unincorporated Sacramento County. Pedestrian violations (people walking failing to yield right of way to other vehicles while outside of a legal crosswalk) and pedestrian right-of-way (driver failing to yield right of way to a pedestrian at a legal crosswalk) were the most frequent contributing factors for collisions involving someone walking in the study area. People failing to yield to vehicles outside of a legal crosswalk was by far the most frequent cause of collisions involving people walking regardless of the collision location, occurring more often than the next four primary causes combined in all scenarios and location types. In comparison, riding on the wrong side of the road (biking against the main direction of traffic) and improper turning (making an unsafe turning movement, or failure to signal) were found as the most frequent contributing factors to collisions involving someone biking. Riding on the wrong side of the road occurring more often than the next five primary causes combined at signalized intersections and the next three primary causes combined along segments. At unsignalized intersections, while riding on the wrong side of the road was still the most frequent primary cause, however improper turning and impinging on the automobile right of way also significantly contributed as primary collision factors.

Given the large proportion of crashes associated with pedestrian violations and biking against traffic, later chapters will explore how this trend might be addressed systemically with educational and outreach programs in combination with physical infrastructure that provides safer alternatives.

It is also important to recognize that unsafe speed resulted in the highest average severity collisions involving people walking at intersections and the second highest average severity along segments. The same results were not replicated for collisions involving people riding bikes, with unsafe speed only having the highest average severity along segments and having lower occurrence at intersections.

UNINCORPORATED SACRAMENTO COUNTY

Pedestrian – Collision Trends

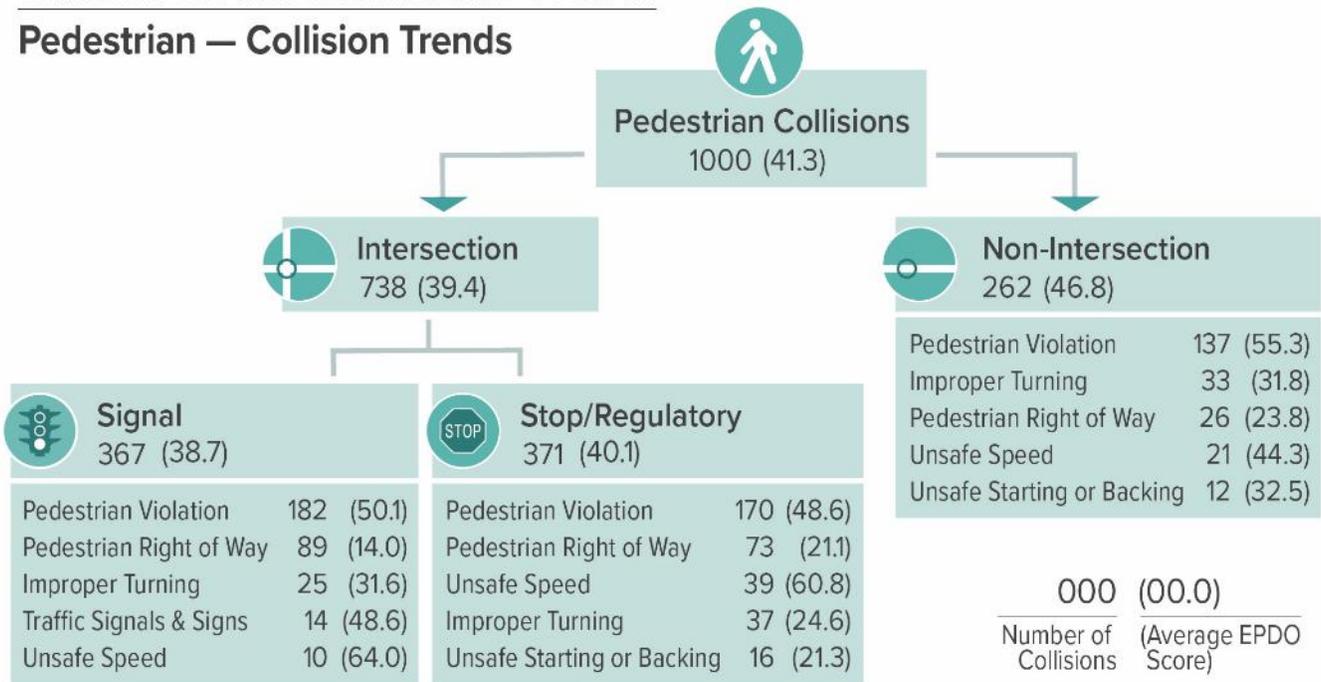


FIGURE 2: COLLISION LOCATION AND CONTRIBUTING FACTOR – PEDESTRIAN COLLISIONS

UNINCORPORATED SACRAMENTO COUNTY

Bicycle – Collision Trends

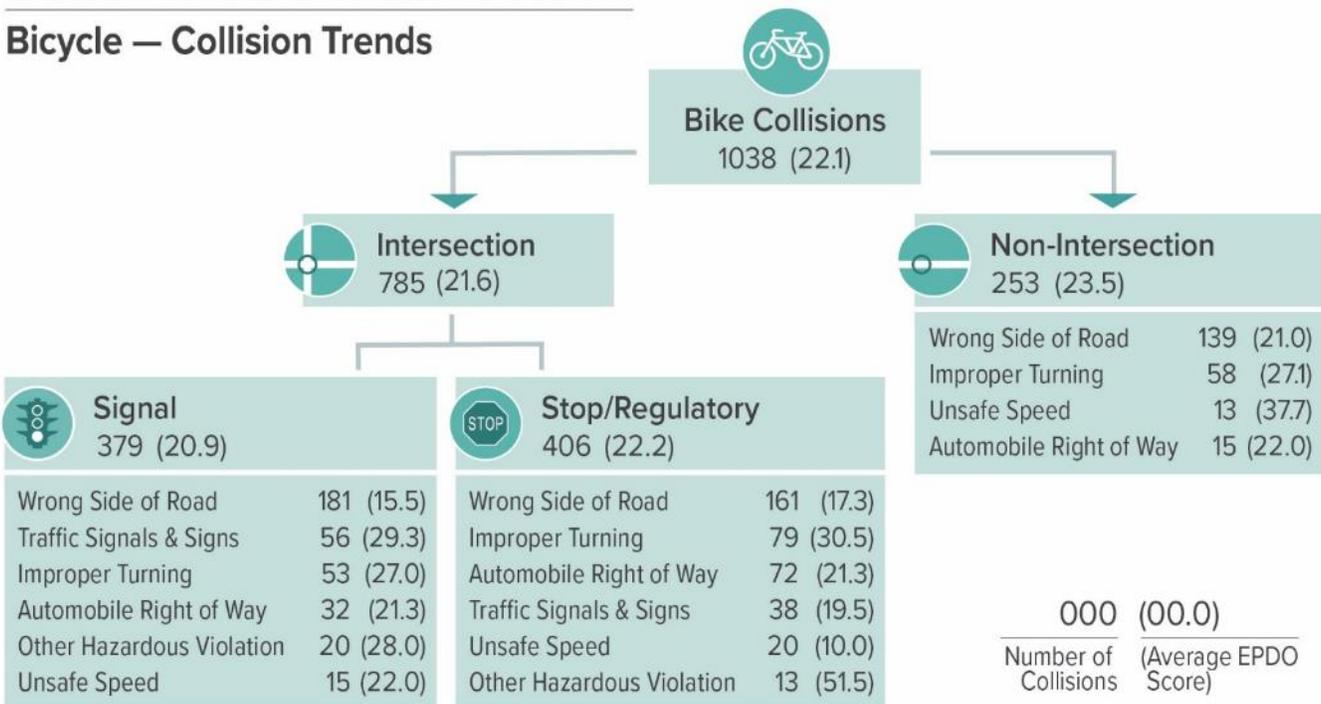


FIGURE 3: COLLISION LOCATION AND CONTRIBUTING FACTOR – BICYCLE COLLISIONS

TIME OF DAY AND LIGHTING

Table 4 summarizes the pedestrian and bicycle EPDO scores for the time of day and lighting conditions in unincorporated Sacramento County. This table shows that the average EPDO score for collisions involving people walking is significantly higher at night (more than doubled compared with the average EPDO score during daylight condition). A similar observation is made for the collisions including people biking, while the average EPDO score is less pronounced. For the sake of comparison, the average EPDO (severity) for injury collisions in unincorporated Sacramento County are also provided in this table. Based on these figures, the average EPDO scores for vehicle collisions is less variable for different lighting conditions (i.e., 16.2~33.1) while a strong variability of average EPDO scores for collisions involving people walking or biking as a function of lighting is noticeable (i.e., 25.6~52.5 for collisions including people biking and 35.3~91.2 for collisions including people walking). The possible explanation for this finding is that during these periods, traffic on roadways is lower than other time intervals during the day. The lower volumes can lead to riskier behavior (e.g., crossing at non-crosswalk locations, riding in the middle of the roadway) while darker conditions and higher speeds can reduce visibility for drivers, increasing the likelihood of severe injuries during darkness.

TABLE 4: EPDO SCORES BY TIME OF DAY/LIGHTING

COLLISION TYPE	DARK - NO STREET LIGHTS			DARK - STREET LIGHTS			DAYLIGHT			DUSK - DAWN		
	Freq.	KSI	EPDO /Col.	Freq.	KSI	EPDO /Col.	Freq.	KSI	EPDO /Col.	Freq.	KSI	EPDO /Col.
PEDESTRIAN COLLISIONS	145	77	91.2	351	181	83.3	471	82	35.3	31	8	47.4
BICYCLE COLLISIONS	61	16	52.5	195	33	31.9	747	84	25.6	34	6	35.7
VEHICLE COLLISIONS	1,359	199	33.1	3,221	301	22.6	11,089	608	16.2	491	42	21.8

WEATHER CONDITIONS

Based on the collision analysis shown in **Table 5**, the majority of collisions involving people walking or biking happened during clear/cloudy weather conditions. As can be seen in this table, the average EPDO score per pedestrian and bicycle collision is slightly higher during precipitation times compared with clear/cloudy weather conditions while for vehicles this trend is reversed. However, the difference is not significant enough to highlight the role of weather on increased pedestrian and bicycle injury severity. Although, this slight increase in average EPDO score can be attributed to several factors such as reduced visibility of drivers, slick streets, and tendency towards mid-block crossing (pedestrian violation). Moreover, people are less likely to walk and bike during the rain, hence the lower numbers of collisions. However, those who walk/bike in the rain are likely the most vulnerable people who do not have any other alternative transportation option. Given this observation, weather conditions were not found to be a significant contributing factor to collisions involving people walking or biking and not investigated further.

TABLE 5: EPDO SCORES BY WEATHER

COLLISION TYPE	CLEAR/CLOUDY				PRECIPITATION			
	Freq.	KSI	EPDO	EPDO/Collision	Freq.	KSI	EPDO	EPDO/Collision
PEDESTRIAN COLLISIONS	979	339	59,430	60.7	21	9	1,422	67.7
BICYCLE COLLISIONS	1,026	137	29,439	28.7	12	2	370	30.8
VEHICLE COLLISIONS	15,664	1,125	301,080	22.9	464	18	6,502	14.0

PEDESTRIAN AND BICYCLE COLLISIONS WITHIN SCHOOL ZONES

School zones are known destinations for pedestrians and bicyclists, specifically those aged 18 and younger. For this study, and based on the legal definition, a school zone is an area within almost a quarter-mile of the school property. The locations of all schools in the unincorporated Sacramento County were obtained and a buffer of a quarter-mile was plotted around the schools and all the collisions involving people walking or biking falling in those buffers were identified. **Table 6** summarizes the finding of this analysis. When comparing severity by age group for collisions involving people walking or biking within school zones, children walking and biking within school zones saw lower severity injuries on average. A review of the crash times reveals that the majority of collisions involving school age children walking or biking happen during the periods of 7-9 am and 3-5 pm, when children are arriving at or leaving the schools, respectively. This may be a result of increased congestion from drop-off/pick-up, or increased vigilance due to changed signage and striping within school zones. However, collisions involving adults walking and biking are more prevalent and spread throughout the afternoon.

TABLE 6: EPDO SCORES – PEDESTRIAN AND BICYCLE COLLISIONS WITHIN SCHOOL ZONES

	FREQUENCY	KSI	EPDO	EPDO/COLLISION
PEDESTRIAN COLLISIONS				
TOTAL	1,000	348	60,852	60.9
WITHIN SCHOOL ZONE (ALL)	373	112	20,416	54.7
WITHIN SCHOOL ZONE (UNDER 18)	116	21	4,080	35.2
BICYCLE COLLISIONS				
TOTAL	1,038	139	29,809	28.7
WITHIN SCHOOL ZONE (ALL)	372	52	11,050	29.7
WITHIN SCHOOL ZONE (UNDER 18)	111	6	2,030	18.3

SCHOOLS WITH HIGHER SEVERITY COLLISIONS

Following the analysis in the previous section, all the schools in the unincorporated Sacramento County were further investigated based on the number of collisions involving school aged people walking or biking as well as the average EPDO per collision. **Table 7** summarizes the collision statistics for the 10 schools with the highest collision frequency and severity. A complete list of the schools is provided in **Appendix B**.

TABLE 7: SCHOOLS WITH THE HIGHEST SEVERITY CRASHES

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
DAVID REESE ELEMENTARY	5	408	81.6
JAMES RUTTER MIDDLE	5	408	81.6
DEL CAMPO HIGH ¹	9	437	48.6
WILL ROGERS MIDDLE ¹	9	437	48.6
THOMAS KELLY ELEMENTARY ¹	11	454	41.3
HARRY DEWEY FUNDAMENTAL ELEMENTARY	12	460	38.3
SHELDON HIGH	15	333	22.2
T. R. SMEDBERG MIDDLE	15	333	22.2
HIGHLANDS HIGH	13	108	8.3
HILLSDALE ELEMENTARY	13	108	8.3

¹These schools are grouped in one location

BICYCLE COLLISIONS ON BICYCLE FACILITIES

To assess the frequency and severity of collisions involving people biking on roadways with and without any bicycle infrastructures, the bicycle facility map of the unincorporated Sacramento County was obtained. Frequency and EPDO scores of all the collisions involving people biking on these facilities were calculated. The summary of this analysis is presented in **Table 8**. As can be seen in this table, just as many collisions involving people biking occur on bicycle facilities as occur otherwise, and with similar average severity. This means, on average, the presence of bicycle facilities does not reduce the bicycle collision severity. However, when looking at the frequency and KSI of the collisions that occur on bicycle facilities, 93% of those collisions and 87% of KSI occur on Class II bike lanes, but collisions occurring on Class I or Class III facilities have a much higher average severity. According to **Table 8**, collisions on Class I bike paths, which are completely separated from vehicle traffic, were very rare but show the highest average severity when they occur where the bike path crosses the roadway. Given these collisions being right-angle collisions and at higher speeds, they would tend to be more severe, which highlights improved trail crossings as a specific need. Moreover, the average EPDO for collisions involving people biking on Class II bike lane is almost half of the average EPDO for collisions involving people biking on bike routes. Studies have also shown that physically separated bikeways improve road safety for not only

bicyclists, but all road users. This finding has been attributed to the fact that roadways with separated bikeways have lower vehicles speeds, which means, in the case of a collision, the resulting severity would be lower.

TABLE 8: EPDO SCORES – BICYCLE COLLISIONS AND BICYCLE INFRASTRUCTURE

	FREQUENCY	KSI	EPDO	EPDO/COLLISION
TOTAL BICYCLE COLLISIONS	1,038	139	29,809	28.7
BICYCLE COLLISIONS ON ALL BICYCLE FACILITIES	476	62	13,504	28.4
CLASS I – BIKE PATH	3	2	386	128.7
CLASS II – BIKE LANE	447	54	11,818	26.4
CLASS III – BIKE ROUTE	26	6	1,300	50.0
BICYCLE COLLISIONS NOT ON A BICYCLE FACILITY	562	77	16,305	29.0

COLLISION TRENDS AT ENVIRONMENTAL JUSTICE AREAS

A review of crash types, frequency, and severity of collisions in the Environmental Justice (EJ) areas was performed to ensure that sufficient investment was directed towards improving any safety deficiencies of those areas proportional to need. Overall, the North Vineyard area had a very low occurrence of collisions involving people walking or biking, due to low density and geography of the area. The other three areas all had comparable collision frequency and severity for collisions involving people walking and biking. The Environmental Justice Element also provides a comparison of Bike and Pedestrian collision rates per 1,000 residents⁴, showing that Non-EJ areas have the lowest collision rate with North Vineyard having a collision rate only slightly higher. South Sacramento however has a rate almost twice as high as non-EJ areas and North Highlands and West Arden-Arcade both have a rate more than twice that of non-EJ areas.

NORTH HIGHLANDS/FOOTHILL FARMS

Figure 4 and **Figure 5** show the location, contributing factors, and associated EPDO scores of recent collisions involving people walking or biking, respectively, in the North Highlands/Foothill Farms EJ area. Pedestrian violations and right-of-way, as well as unsafe speed, were the most frequent contributing factors to pedestrian collisions in this EJ, regardless of the collision location. In contrast, biking on the wrong side of the road as well as improper turning were found as the most frequent contributing factor to collisions involving people biking.

⁴ Sacramento County Environmental Justice Element (2019), Figure 11

NORTH VINEYARD

Figure 6 and **Figure 7** show the location, contributing factors, and associated EPDO scores of recent collisions involving people walking or biking, respectively, in the North Vineyard EJ area. The number of collisions involving people walking or biking in this EJ is not significant to help us draw a rigorous conclusion. However, pedestrian violations and unsafe speed were found to contribute to pedestrian collisions while improper turning was the most prevalent contributing factor to collisions involving people biking.

SOUTH SACRAMENTO

Figure 8 and **Figure 9** show the location, contributing factors, and associated EPDO scores of recent collisions involving people walking or biking, respectively, in the South Sacramento EJ area. Pedestrian violations and right-of-way, as well as unsafe speed, were the most frequent contributing factors to pedestrian collisions in this EJ, regardless of the collision location. In contrast, traffic signals and signs, improper turning, and automobile right-of-way were found as the most frequent contributing factors to bicycle-involved collisions.

WEST ARDEN-ARCADE

Figure 10 and **Figure 11** show the location, contributing factors, and associated EPDO scores of recent collisions involving people walking or biking, respectively, in the West Arden-Arcade EJ area. Pedestrian violations and right-of-way were the most frequent contributing factors to pedestrian collisions in this EJ, regardless of the collision location. In contrast, bicycling on the wrong side of the road, improper turning, and automobile right-of-way were found as the most frequent contributing factors to bicycle-involved collisions.

NORTH HIGHLANDS

Pedestrian – Collision Trends

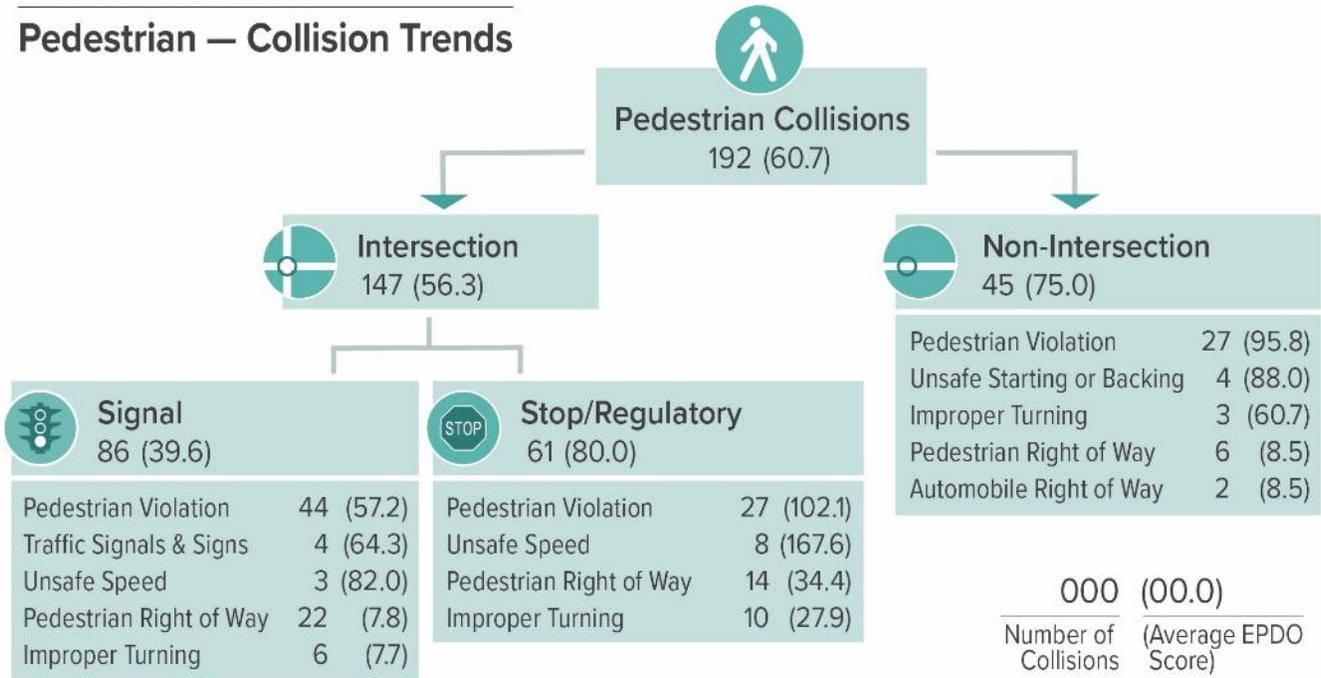


FIGURE 4: COLLISION LOCATION AND CONTRIBUTING FACTOR BY FREQUENCY AND EPDO SCORE – PEDESTRIAN COLLISIONS IN NORTH HIGHLANDS/FOOTHILL FARMS

NORTH HIGHLANDS

Bicycle – Collision Trends

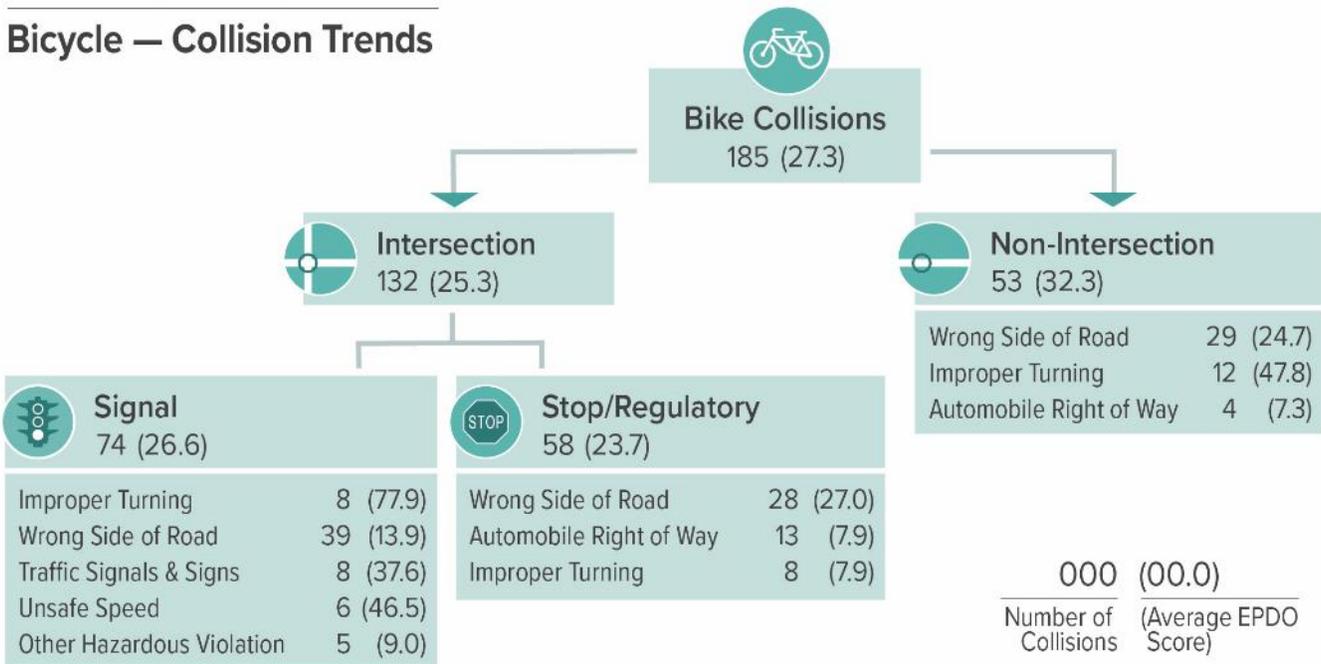


FIGURE 5: COLLISION LOCATION AND CONTRIBUTING FACTOR BY FREQUENCY AND EPDO SCORE – BICYCLE COLLISIONS IN NORTH HIGHLANDS/FOOTHILL FARMS

NORTH VINEYARD

Pedestrian – Collision Trends

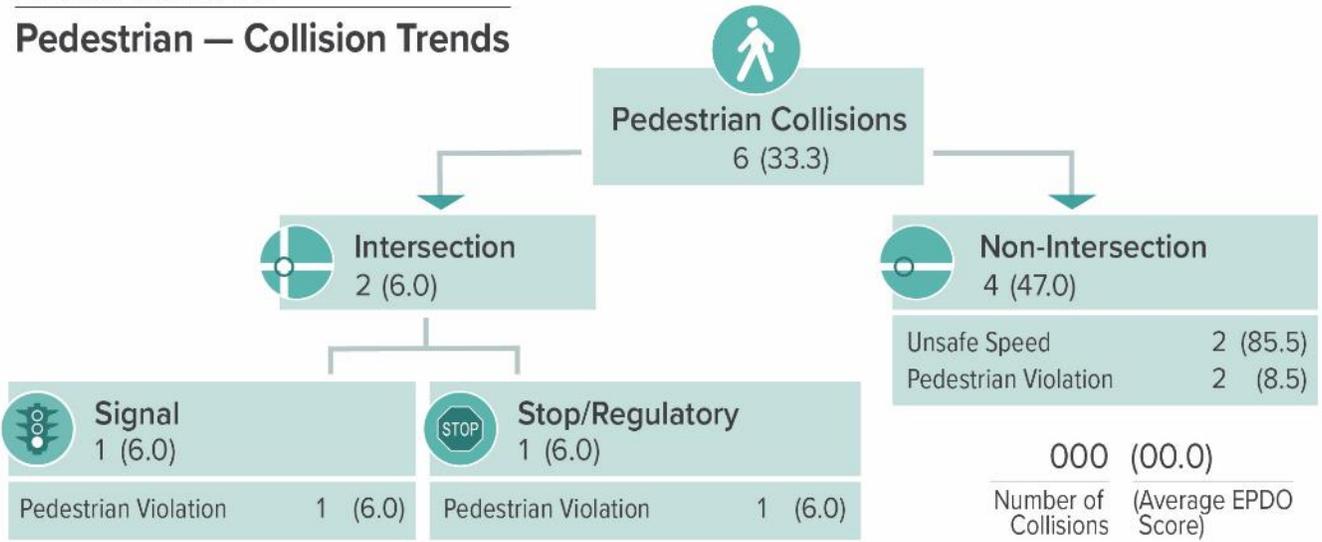


FIGURE 6: COLLISION LOCATION AND CONTRIBUTING FACTOR BY FREQUENCY AND EPDO SCORE – PEDESTRIAN COLLISIONS IN NORTH VINEYARD

NORTH VINEYARD

Bicycle – Collision Trends

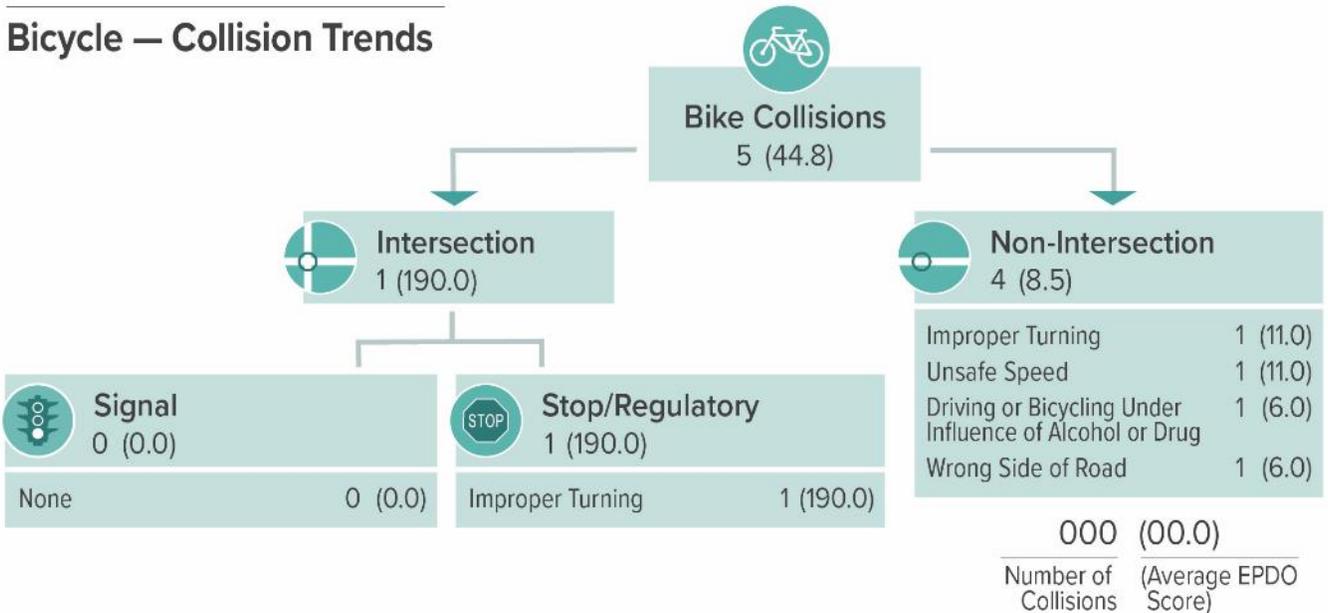


FIGURE 7: COLLISION LOCATION AND CONTRIBUTING FACTOR BY FREQUENCY AND EPDO SCORE – BICYCLE COLLISIONS IN NORTH VINEYARD

SOUTH SACRAMENTO

Pedestrian – Collision Trends

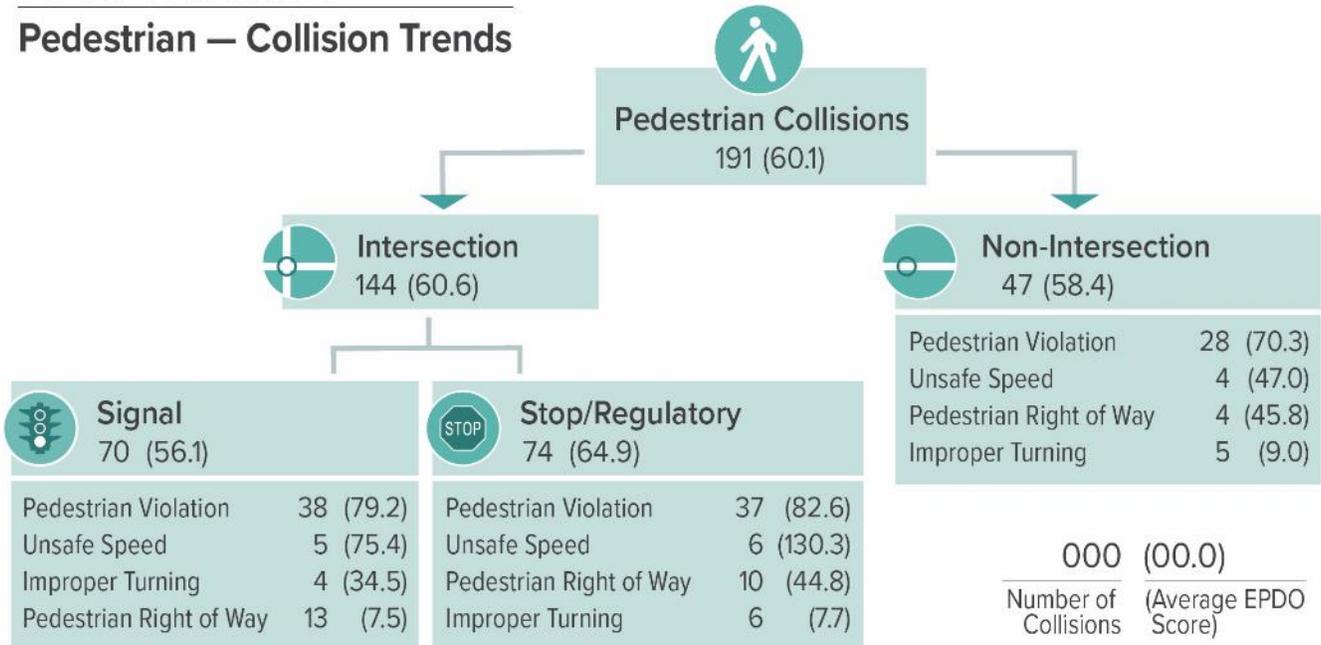


FIGURE 8: COLLISION LOCATION AND CONTRIBUTING FACTOR BY FREQUENCY AND EPDO SCORE – PEDESTRIAN COLLISIONS IN SOUTH SACRAMENTO

SOUTH SACRAMENTO

Bicycle – Collision Trends

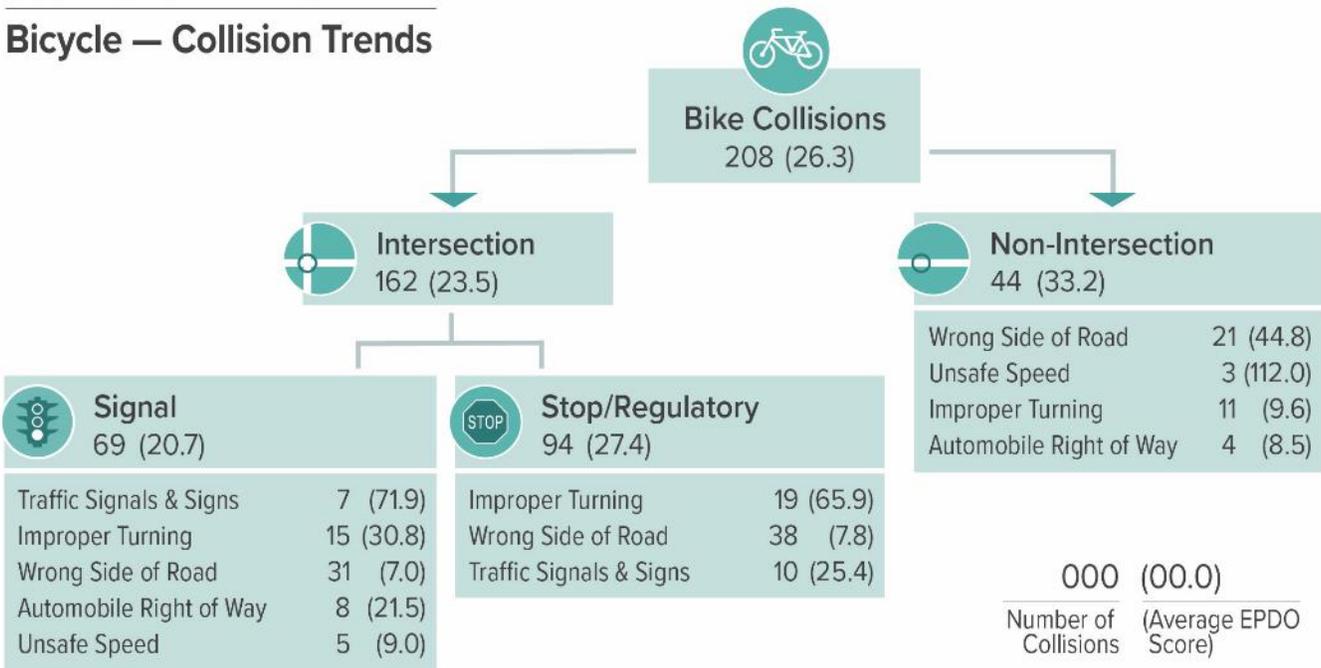


FIGURE 9: COLLISION LOCATION AND CONTRIBUTING FACTOR BY FREQUENCY AND EPDO SCORE – BICYCLE COLLISIONS IN SOUTH SACRAMENTO

WEST ARDEN-ARCADE

Pedestrian – Collision Trends

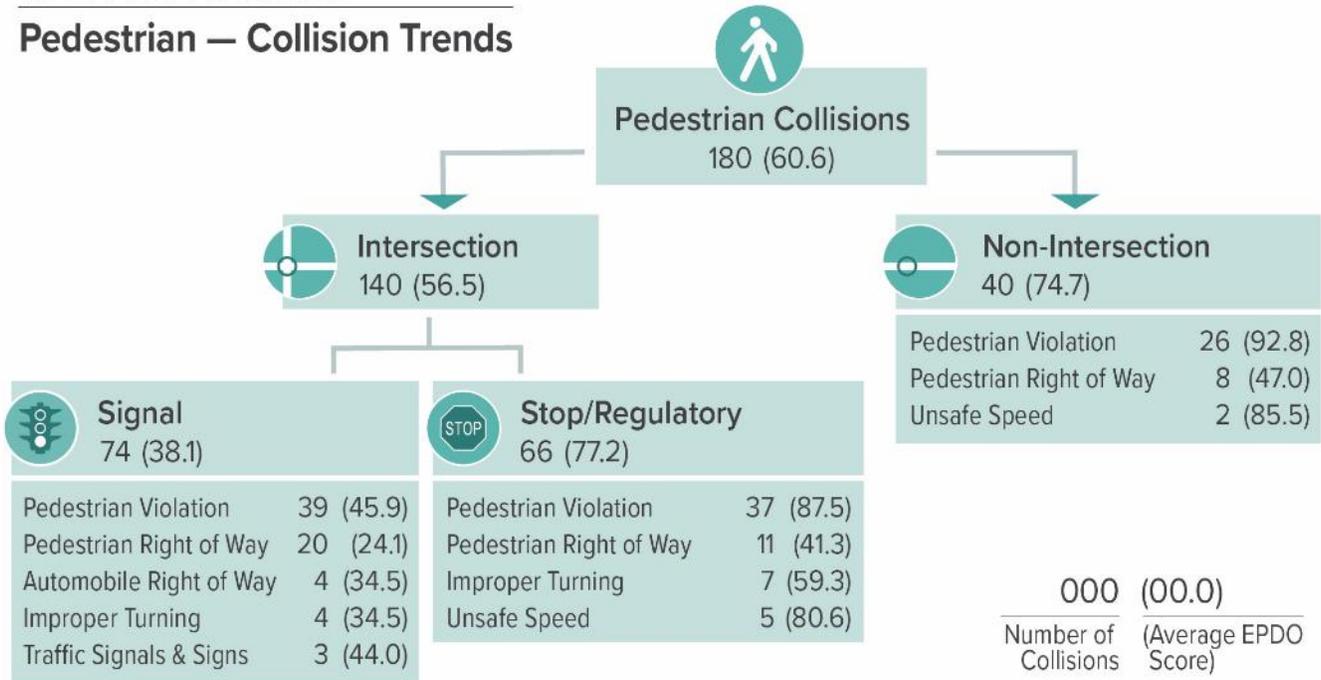


FIGURE 10: COLLISION LOCATION AND CONTRIBUTING FACTOR BY FREQUENCY AND EPDO SCORE – PEDESTRIAN COLLISIONS IN WEST ARDEN-ARCADE

WEST ARDEN-ARCADE

Bicycle – Collision Trends

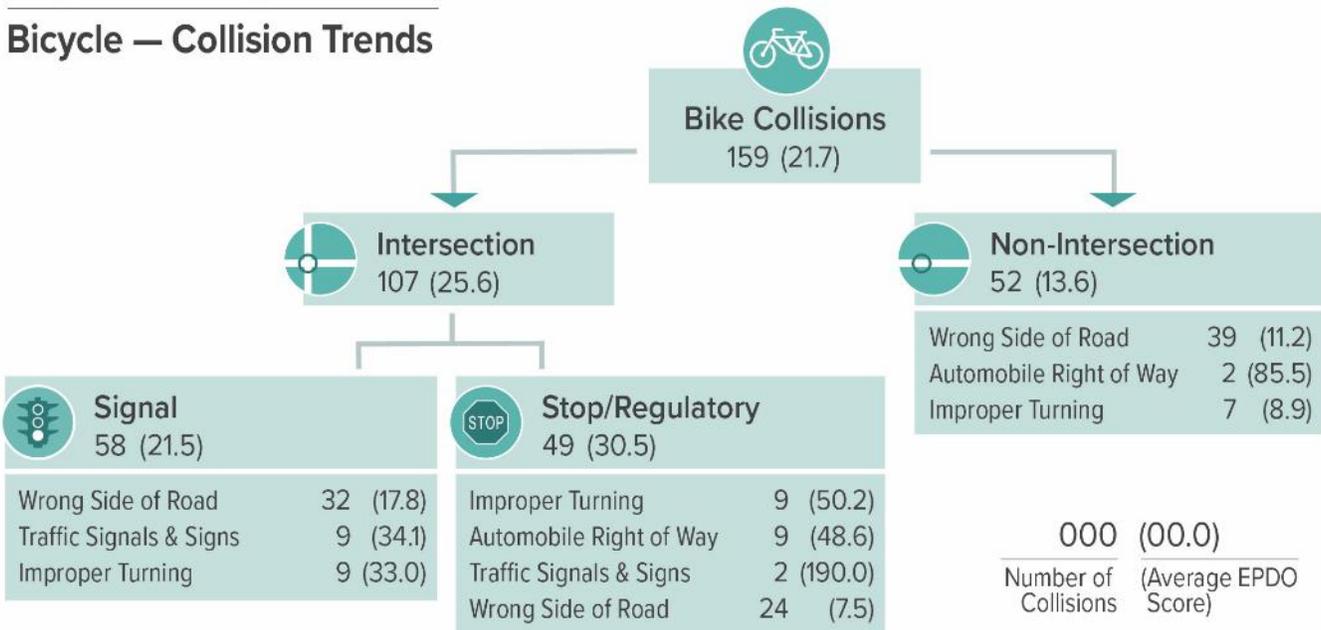


FIGURE 11: COLLISION LOCATION AND CONTRIBUTING FACTOR BY FREQUENCY AND EPDO SCORE – BICYCLE COLLISIONS IN WEST ARDEN-ARCADE

HIGH INJURY NETWORK IDENTIFICATION

Using the EPDO score (which considers both frequency and severity of collisions) several heatmaps, segregated by the involved victim, i.e., pedestrian or bicycle, were created to help with identifying the HIN. These heatmaps are presented in **Figure 12** through **Figure 21**. Color bands in these figures show the identified HINs. According to the analysis and the heatmaps, several facilities, as summarized in **Table 9** and **Table 10** for collisions involving people walking or biking HINs, respectively, were identified to warrant further investigation and improvements.

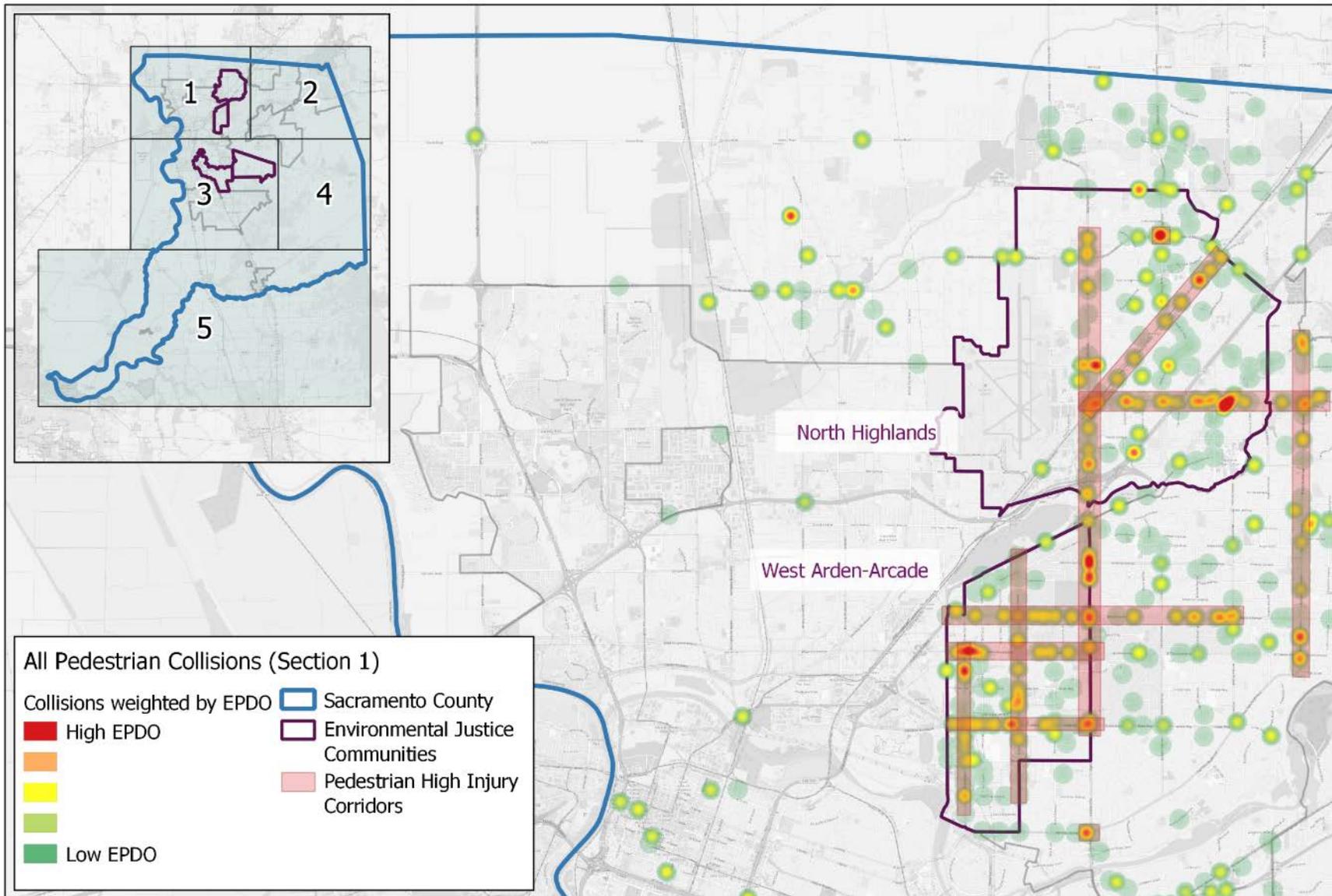


FIGURE 12: PEDESTRIAN COLLISIONS HEATMAP – SECTION 1

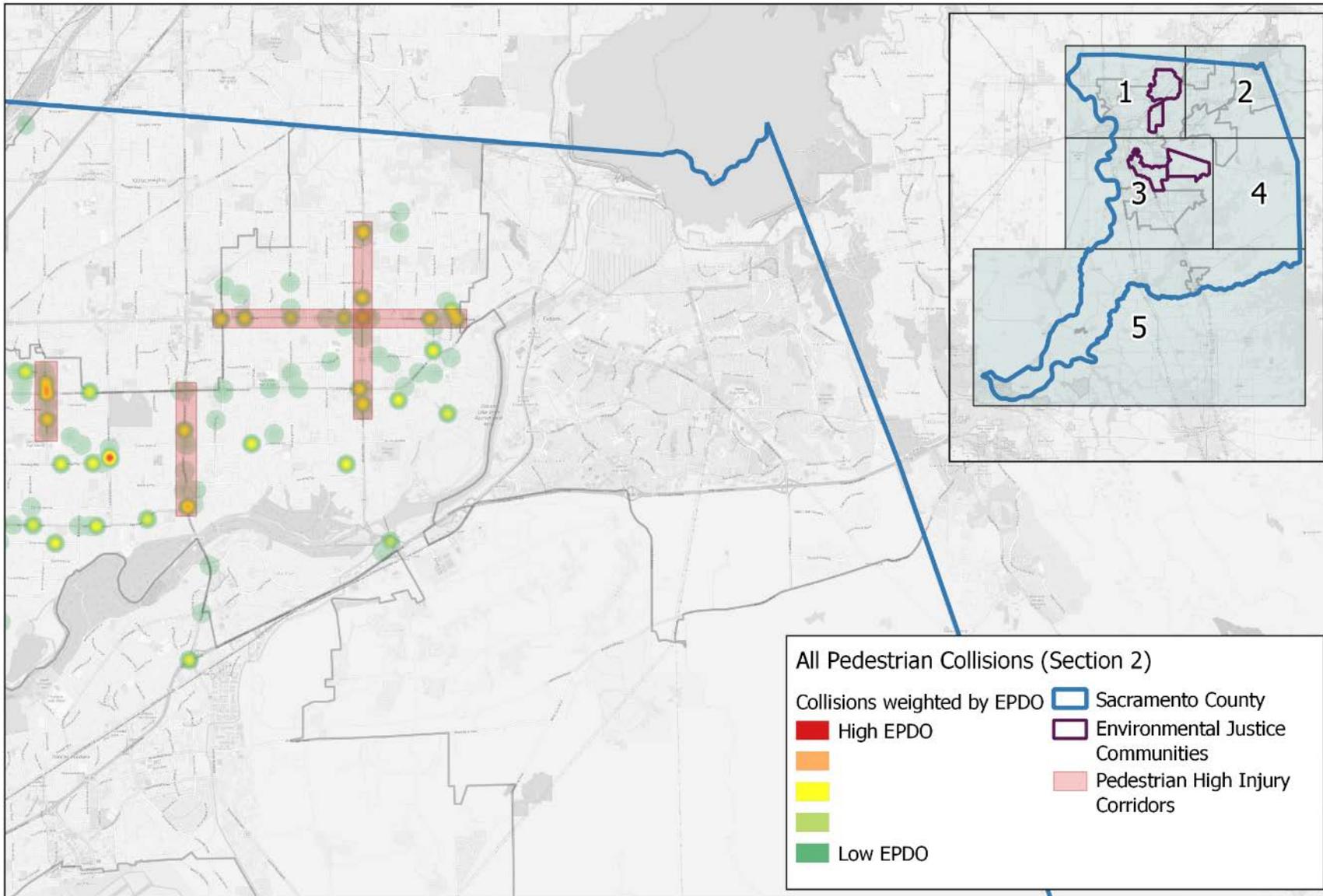


FIGURE 13: PEDESTRIAN COLLISIONS HEATMAP – SECTION 2

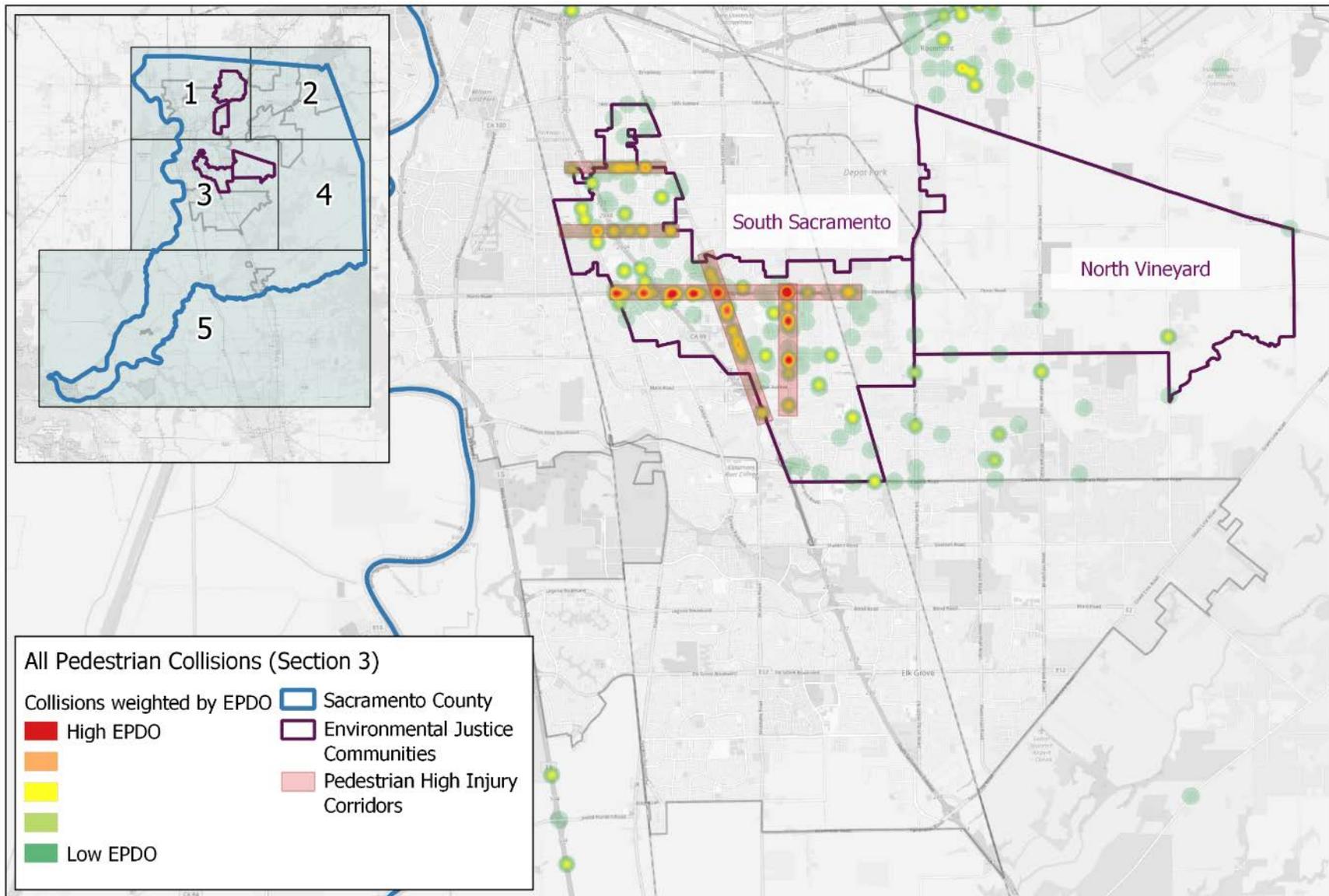


FIGURE 14: PEDESTRIAN COLLISIONS HEATMAP – SECTION 3

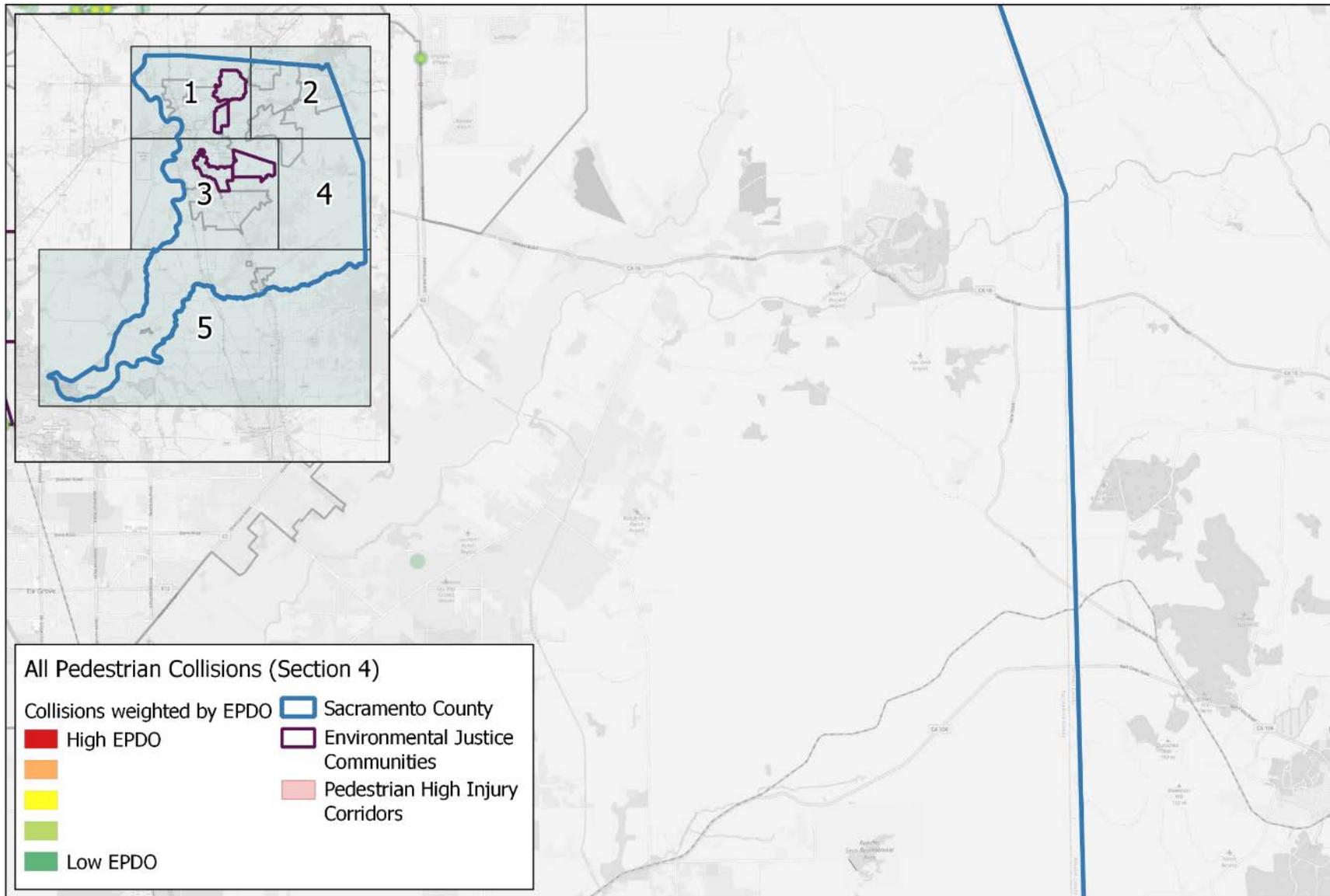


FIGURE 15: PEDESTRIAN COLLISIONS HEATMAP – SECTION 4

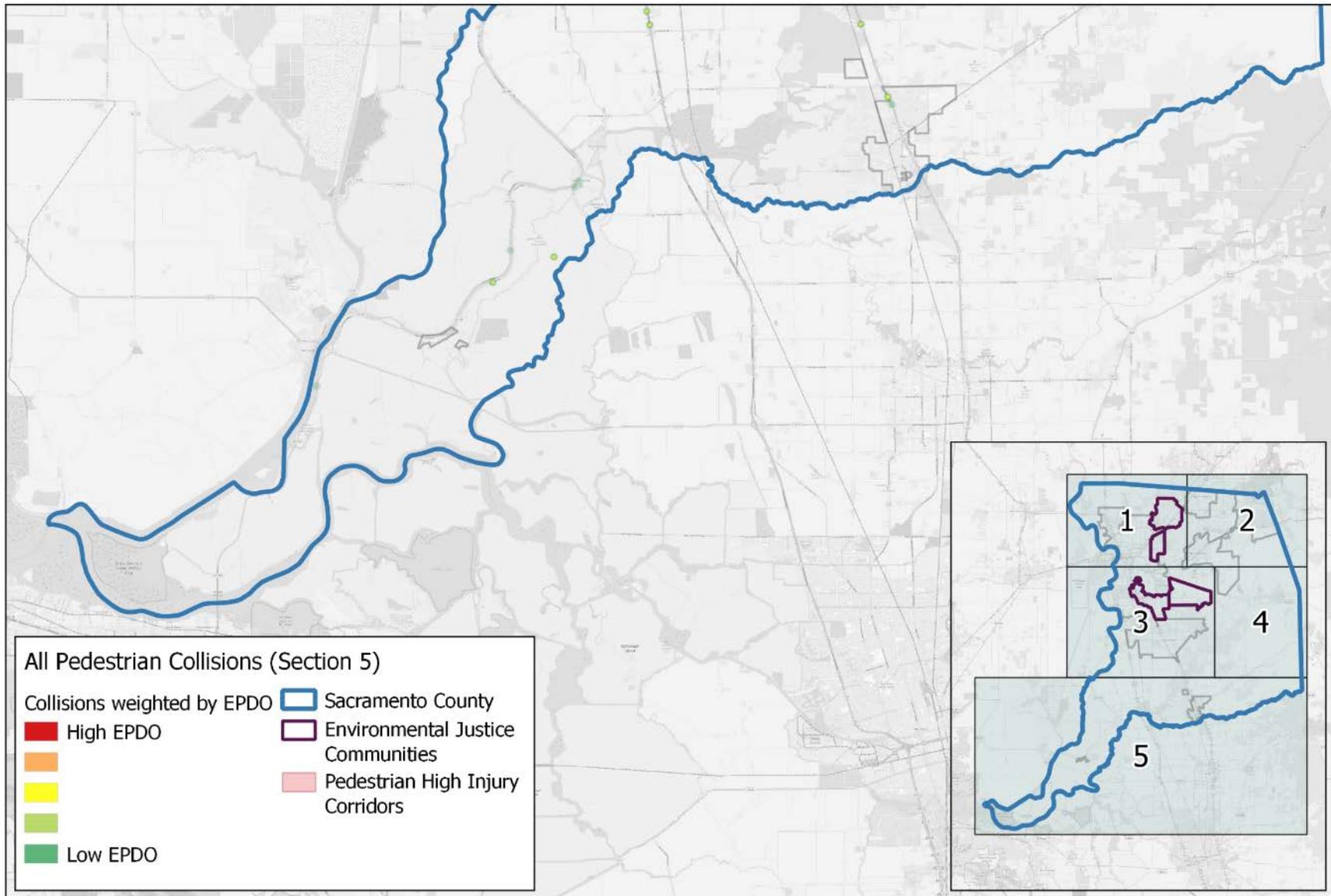


FIGURE 16: PEDESTRIAN COLLISIONS HEATMAP – SECTION 5

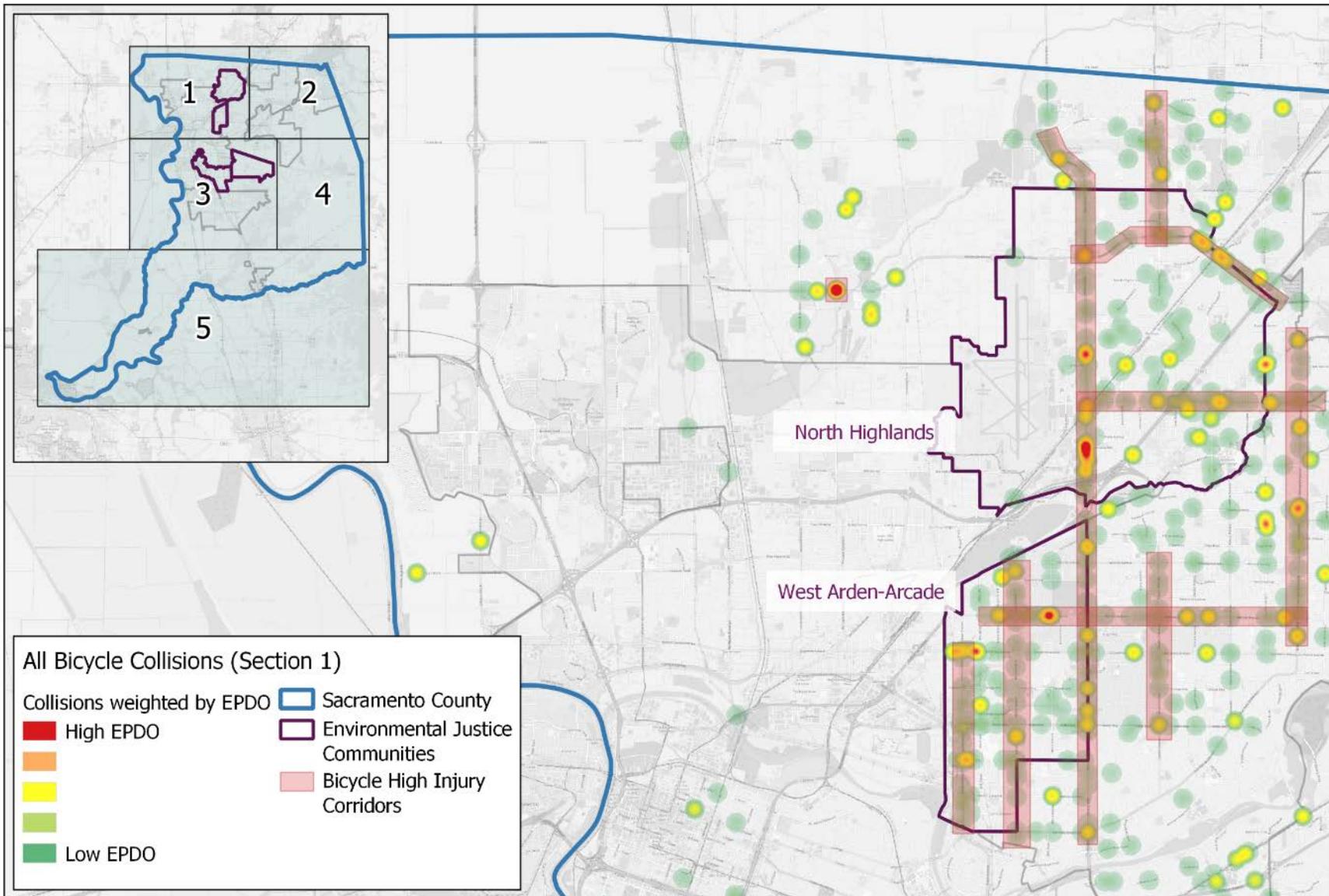


FIGURE 17: BICYCLE COLLISIONS HEATMAP – SECTION 1

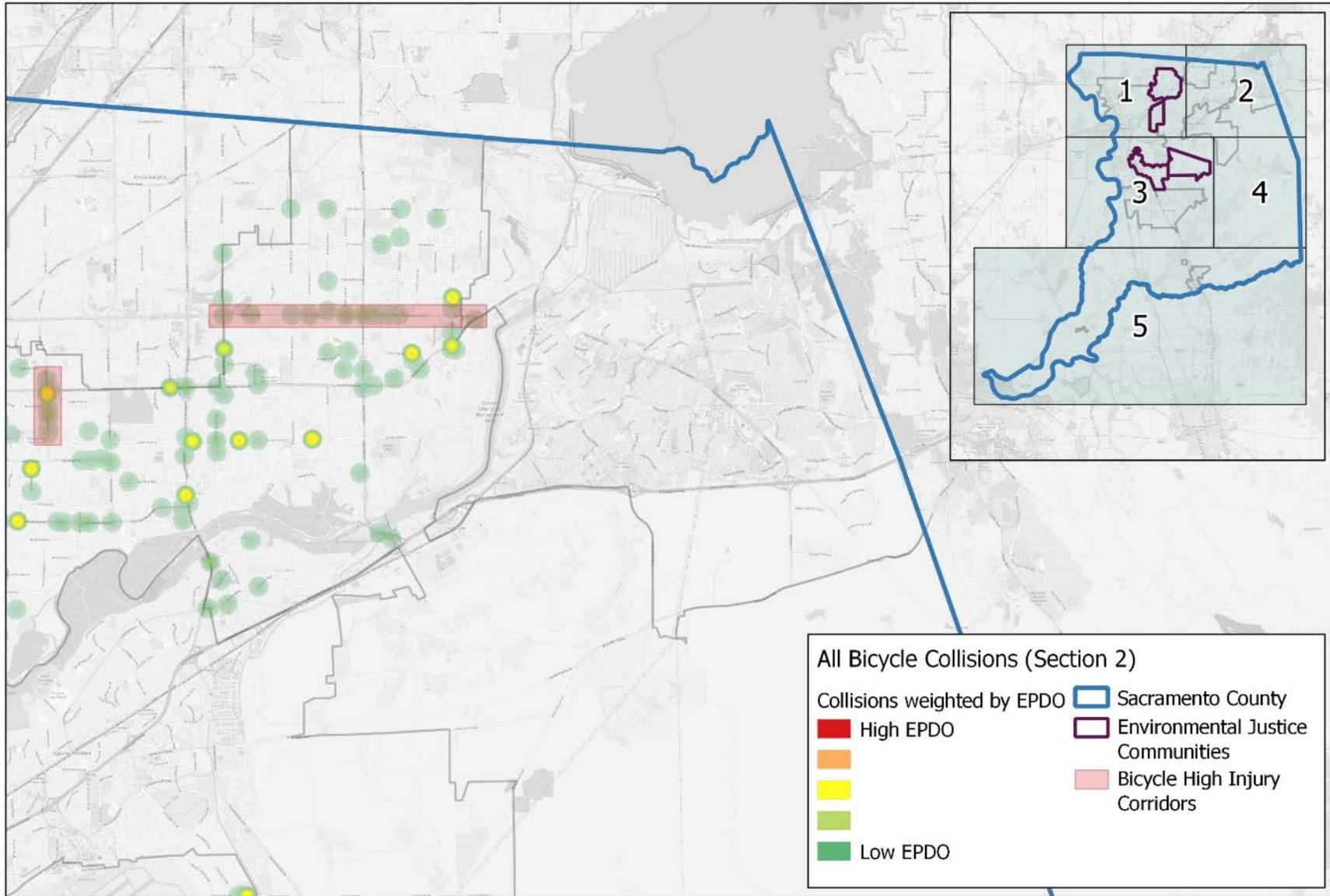


FIGURE 18: BICYCLE COLLISIONS HEATMAP – SECTION 2

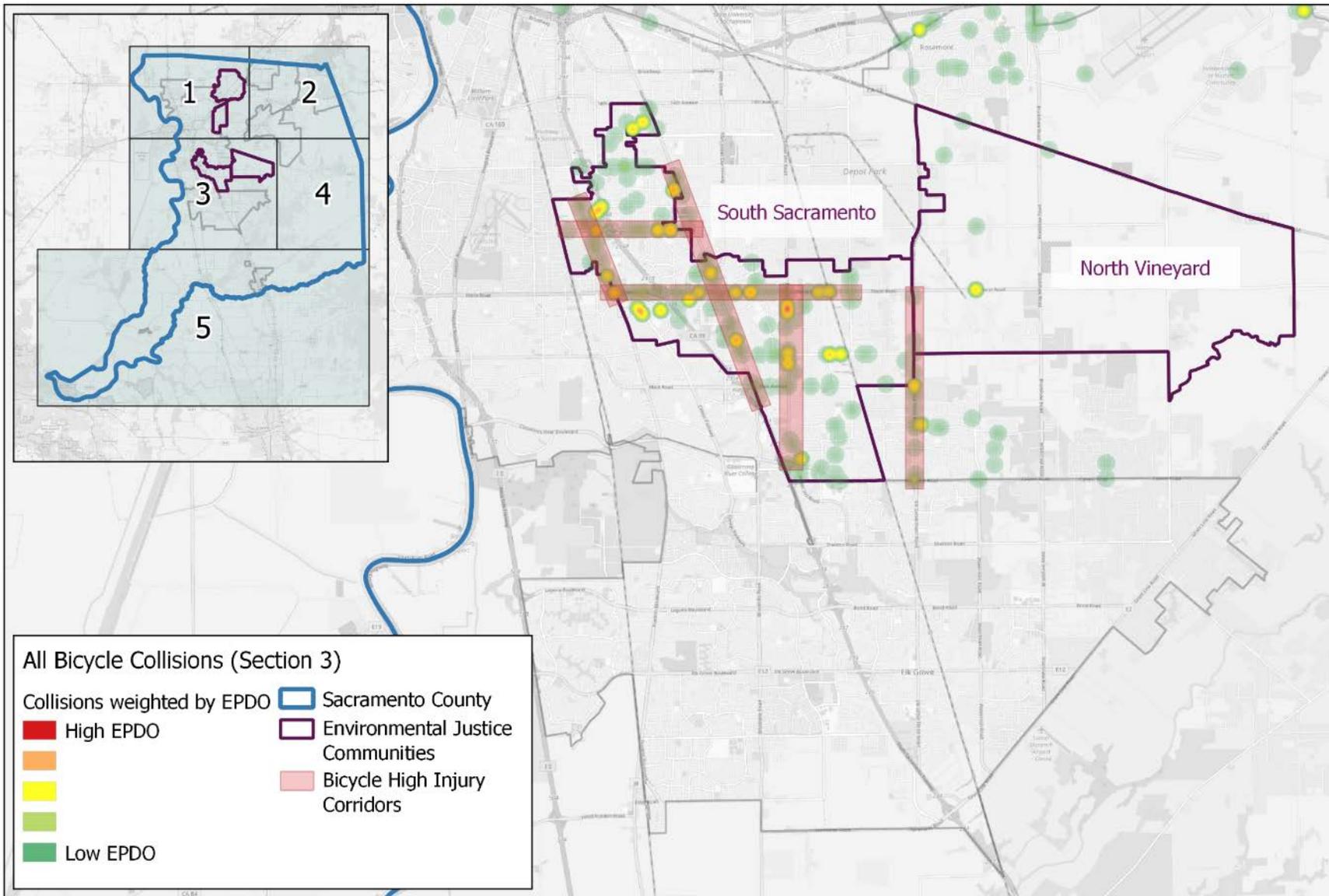


FIGURE 19: BICYCLE COLLISIONS HEATMAP – SECTION 3

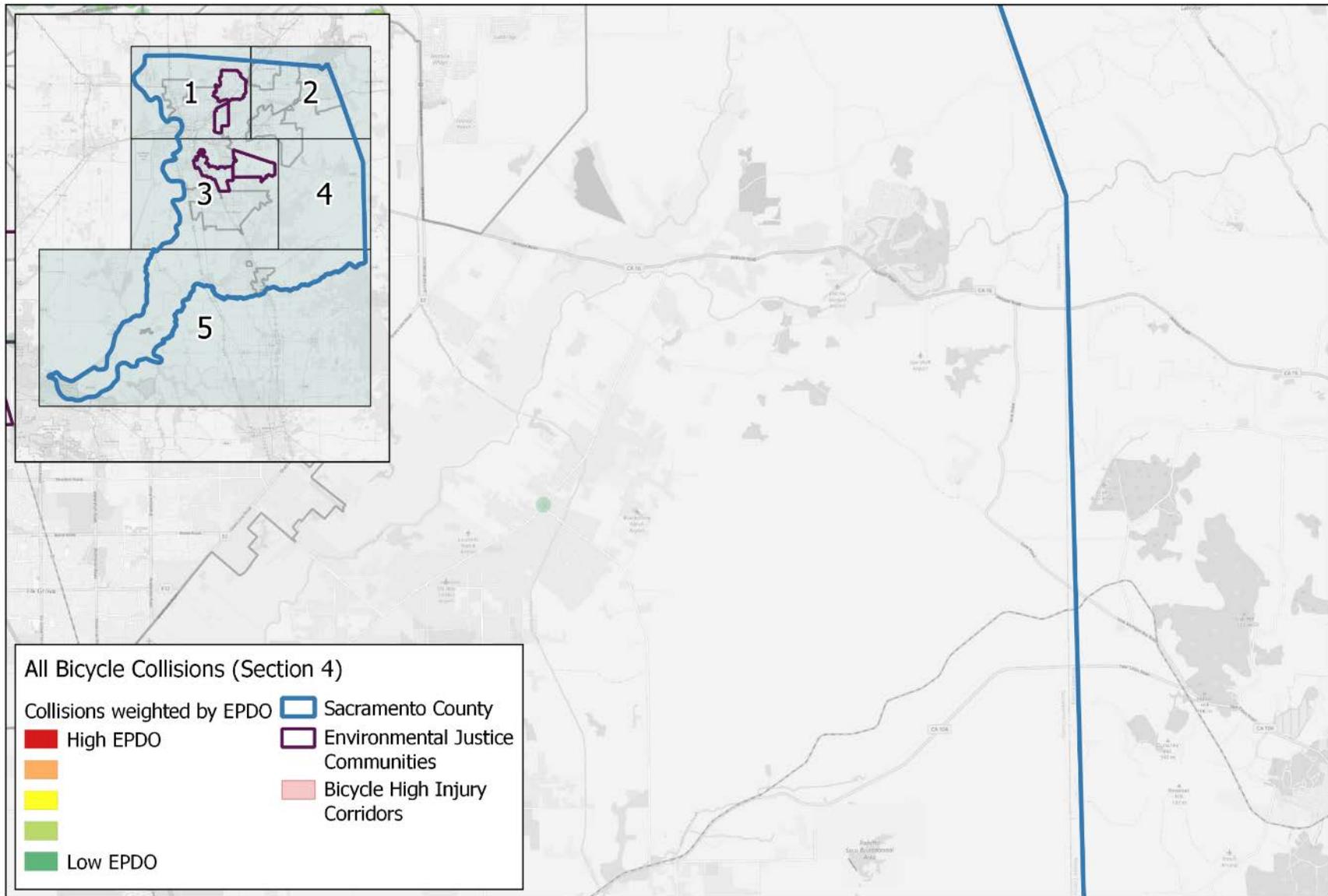


FIGURE 20: BICYCLE COLLISIONS HEATMAP – SECTION 4

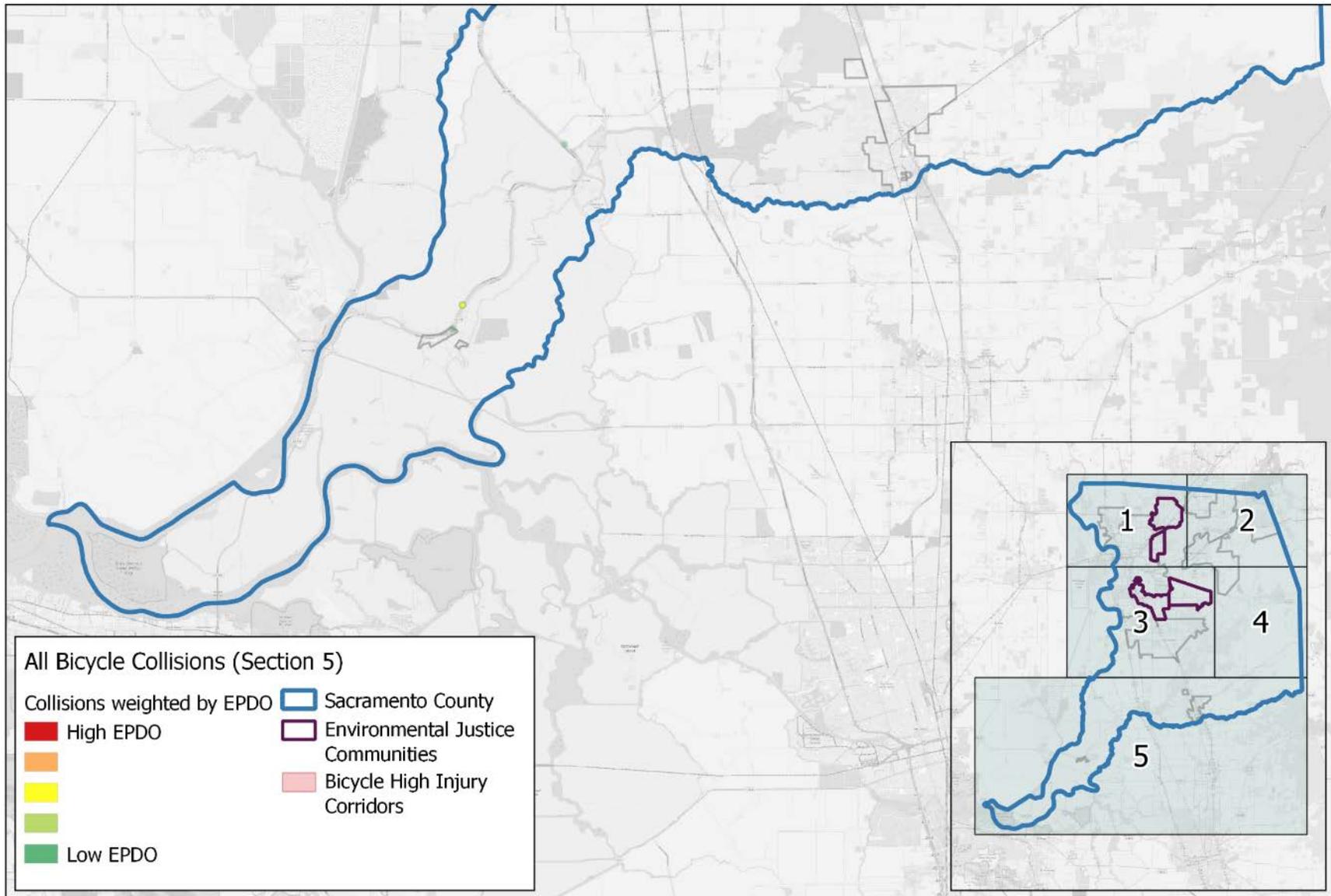


FIGURE 21: BICYCLE COLLISIONS HEATMAP – SECTION 5

The following tables summarize the number and contributing factors for identified high injury segments. The provided information for each segment includes the length of the roadway, a breakdown of how many crashes involving people walking and biking occurred at intersections with and without striped pedestrian crossings and at midblock locations, and then the top three contributing factors for each segment as found in the associated crash records.

TABLE 9: PEDESTRIAN COLLISIONS HIGH INJURY NETWORK

HIN ID	EXTENTS	LENGTH	INTX	INTX WITH PED XING	MID-BLOCK XING	CONTRIB FACTOR #1	CONTRIB FACTOR #2	CONTRIB FACTOR #3
1	Watt Ave from Q Street to Arden Way	7 mi	68	29	4	Unsafe Speed (144)	Driving or Bicycling Under the Influence of Alcohol or Drug (100.5)	Pedestrian Violation (83.7)
2	Madison Avenue from Watt Avenue to Ruthland Drive	3.3 mi	19	16	0	Traffic Signals and Signs (120)	Other Hazardous Violation (120)	Unsafe Speed (109)
3	Marconi Avenue from I-80 to Walnut Avenue	4 mi	41	11	0	Improper Turning (190)	Traffic Signals and Signs (120)	Pedestrian Violation (90)
4	El Camino Avenue from Ethan Way to Watt Avenue	2 mi	29	7	0	Pedestrian Right of Way (98)	Pedestrian Violation (90.5)	Improper Turning (6)
5	Arden Way from Ethan Way to Watt Avenue	2 mi	17	8	0	Unsafe Speed (190)	Driving or Bicycling Under the Influence of Alcohol or Drug (155)	Pedestrian Violation (101.5)
6	Howe Avenue from Auburn Boulevard to Sierra Boulevard	2.3 mi	17	12	0	Pedestrian Violation (72.4)	Automobile Right of Way (63)	Pedestrian Right of Way (6.8)
7	Fair Oaks Boulevard from Auburn Boulevard to Oak Avenue	4.7 mi	32	13	0	Pedestrian Violation (73.4)	Driving or Bicycling Under the Influence of Alcohol or Drug (65.5)	Improper Turning (46.5)
8	Florin Road from Franklin Boulevard to Florin Perkins Road	3.8 mi	17	11	0	Pedestrian Violation (86.9)	Unsafe Speed (75.5)	Improper Turning (37)
9	Stockton Boulevard from Riza Avenue to E Stockton Boulevard/SR-99	2.9 mi	22	10	0	Unsafe Speed (190)	Other Than Driver (or Pedestrian) (165)	Pedestrian Violation (60.8)
10	Power Inn Road from Florin Road to Lenhart Road	2 mi	13	5	0	Driving or Bicycling Under the Influence of Alcohol or Drug (120)	Other Than Driver (or Pedestrian) (120)	Pedestrian Violation (113.7)
11	47th Avenue from Franklin Boulevard to Stockton Boulevard	1.9 mi	14	5		Pedestrian Violation (80.1)	Traffic Signals and Signs (11)	Improper Turning (11)
12	Fruitridge Road from Franklin Boulevard to Stockton Boulevard	1.6 mi	16	6	1	Traffic Signals and Signs (120)	Pedestrian Violation (88.8)	Unsafe Speed (65.5)
13	Intersection of Fair Oaks Boulevard and Watt Avenue	N/A	1	1	N/A	Pedestrian Violation (48.3)	--	--
14	Intersection of Elkhorn Boulevard and Walerga Road	N/A	1	1	N/A	Pedestrian Violation (61.6)	--	--

15	Fulton Avenue from I-80 to Northrop Avenue	3.5 mi	24	8	0	Automobile Right of Way (190)	Pedestrian Violation (67.9)	Pedestrian Right of Way (16.7)
16	Roseville Road from Elkhorn Boulevard to Watt Avenue	2.9 mi	4	2	0	Improper Turning (165)	Unsafe Speed (145.3)	Pedestrian Violation (143.4)
17	Greenback Lane from Fair Oaks Boulevard to Main Avenue	3.3 mi	17	10	0	Unsafe Speed (120)	Other Hazardous Violation (120)	Pedestrian Violation (96.6)
18	Hazel Avenue from Oak Avenue to Phoenix Avenue	2.8 mi	20	6	0	Unsafe Speed (190)	Unsafe Lane Change (165)	Pedestrian Violation (54.5)
19	Sunrise Boulevard from Madison Avenue to Fair Oaks Boulevard	1.7 mi	10	5	0	Pedestrian Violation (107)	Improper Turning (8.5)	Pedestrian Right of Way (6.8)
20	Dewey Drive from Coyle Avenue to Will Rogers Drive	1.1 mi	16	3	1	Unsafe Starting or Backing (98)	Pedestrian Violation (66.3)	Driving or Bicycling Under the Influence of Alcohol or Drug (11)

Notes:

- *HIN ID: High Injury Network ID*
- *EXTENTS: The extents of the facility or intersection name*
- *LENGTH: Length of the facility in miles*
- *INTX: Number of intersections*
- *INTX WITH PED XING: Number of intersections with pedestrian crosswalk*
- *MID-BLOCK XING: Number of mid-block crossings*
- *CF. #X: Contributing factor along with the associated average EDPO per collisions in parentheses*

TABLE 10: BICYCLE COLLISIONS HIGH INJURY NETWORK

HIN ID	EXTENTS	LENGTH	CLASS II LENGTH	CLASS III LENGTH	INTX	CONTRIB FACTOR #1	CONTRIB FACTOR #2	CONTRIB FACTOR #3
1	Watt Avenue from Elverta Road to Fair Oaks Boulevard	10 mi	13.8	0.0	91	Driving or Bicycling Under the Influence of Alcohol or Drug (165)	Unsafe Lane Change (63)	Traffic Signals and Signs (62.3)
2	Marconi Avenue from Bell Street to Fair Oaks Boulevard	4.6 mi	4.2	0.5	17	Automobile Right of Way (80.6)	Traffic Signals and Signs (29.8)	Wrong Side of Road (23.5)
3	Fair Oaks Boulevard from Kenneth Avenue to Auburn Boulevard	4.4 mi	4.5	0.0	36	Wrong Side of Road (30.8)	Other Hazardous Violation (11)	Traffic Signals and Signs (9)
4	Madison Avenue from Watt Avenue to Ruthland Drive	3.5 mi	3.9	0.5	19	Improper Turning (53.6)	Wrong Side of Road (12.4)	Unsafe Lane Change (11)
5	Intersection of Elkhorn Boulevard and Sacramento Northern Bike Trail	N/A	0.8	0.0	1	Automobile Right of Way (190)	Automobile Right of Way (190)	--
6	Howe Avenue from Edison Avenue to Fair Oaks Boulevard	2.6 mi	1.9	0.0	19	Traffic Signals and Signs (54.5)	Automobile Right of Way (48.3)	Other Hazardous Violation (11)
7	Franklin Boulevard from 38th Avenue to Florin Road	1.8 mi	3.0	0.0	16	Traffic Signals and Signs (75.4)	Unsafe Speed (11)	Unsafe Speed (11)
8	Florin Road from Franklin Boulevard to Florin Perkins Rd	4.1 mi	6.0	0.0	17	Traffic Signals and Signs (59.4)	Automobile Right of Way (45.7)	Improper Turning (37.6)
9	Stockton Boulevard from Fruitridge Road to Victory Avenue	4.1 mi	4.5	0.7	33	Improper Turning (36.2)	Traffic Signals and Signs (35.8)	Unsafe Speed (11)
10	Power Inn Road from Florin Road to Calvine Road	2.9 mi	6.4	0.0	20	Traffic Signals and Signs (120)	Other Hazardous Violation (100.5)	Improper Turning (27.5)
11	Elk Grove Florin Road from Florin Road to Calvine Road	3.2 mi	6.3	0.0	18	Other Hazardous Violation (44)	Wrong Side of Road (20.2)	Improper Turning (11)
12	47th Avenue from 27th Street to Stockton Boulevard	2.3 mi	1.9	0.0	16	Unsafe Lane Change (190)	Traffic Signals and Signs (44)	Wrong Side of Road (39.8)
13	Walerga Road from N Loop Boulevard to Elkhorn Boulevard	2.2 mi	5.9	0.0	9	Unsafe Lane Change (65.5)	Wrong Side of Road (19.1)	Improper Turning (11)
14	Elkhorn Boulevard from Watt Avenue to I-80	3.2 mi	7.9	0.0	19	Traffic Signals and Signs (82)	Improper Turning (55.7)	Wrong Side of Road (31.9)
15	Howe Avenue from Edison Avenue to Fair Oaks Boulevard	4 mi	8.0	0.0	18	Traffic Signals and Signs (45.7)	Wrong Side of Road (14.8)	Unsafe Lane Change (11)
16	Eastern Avenue from Whitney Avenue to Arden Way	2.6 mi	4.6	0.0	31	Other Hazardous Violation (120)	Automobile Right of Way (11)	Automobile Right of Way (11)
17	Greenback Lane from Fair Oaks Boulevard to Madison Avenue	3.9 mi	4.8	0.0	19	Improper Turning (11)	Wrong Side of Road (10.2)	Automobile Right of Way (8.5)
18	Dewey Drive from Coyle Avenue to Will Rogers Drive	1.1 mi	0.9	0.0	16	Wrong Side of Road (25.4)	Improper Turning (11)	Improper Turning (11)

Notes:

- HIN ID: High Injury Network ID
- EXTENTS: The extents of the facility or intersection name
- LENGTH: Length of the facility in miles
- CLASS II LENGTH (MILES): Length of the Class II bike facility in miles
- CLASS III LENGTH (MILES): Length of the Class III bike facility in miles
- INTX: Number of intersections
- CF. #X: Contributing factor along with the associated average EDPO per collisions in parentheses

APPENDIX A

HIGH INJURY COLLISIONS NEARBY SCHOOLS

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
HARRY DEWEY FUNDAMENTAL ELEMENTARY	12	460	38.3
THOMAS KELLY ELEMENTARY	11	454	41.3
DEL CAMPO HIGH	9	437	48.6
WILL ROGERS MIDDLE	9	437	48.6
DAVID REESE ELEMENTARY	5	408	81.6
JAMES RUTTER MIDDLE	5	408	81.6
RIO LINDA HIGH	3	386	128.7
DRY CREEK ELEMENTARY	3	386	128.7
RIO LINDA PREPARATORY ACADEMY	3	386	128.7
ARCADE FUNDAMENTAL MIDDLE	5	333	66.6
SHELDON HIGH	15	333	22.2
T. R. SMEDBERG MIDDLE	15	333	22.2
VISIONS IN EDUCATION	3	212	70.7
JOHN BARRETT MIDDLE	3	202	67.3
SAMUEL KENNEDY ELEMENTARY	2	201	100.5
SEQUOIA ELEMENTARY	2	201	100.5
PACIFIC CAREER AND TECHNOLOGY HIGH	2	196	98.0
WILLIAM LAND ELEMENTARY	1	190	190.0
GATEWAY INTERNATIONAL	1	190	190.0
KOHLER ELEMENTARY	1	190	190.0
ORCHARD ELEMENTARY	1	190	190.0
WHITNEY AVENUE ELEMENTARY	8	177	22.1
ALBERT EINSTEIN MIDDLE	6	170	28.3
FLORIN ELEMENTARY	5	149	29.8
ENCINA PREPARATORY HIGH	4	143	35.8
GREER ELEMENTARY	4	143	35.8
PASEO GRANDE CHARTER	3	142	47.3

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
VALLEY OAKS	3	137	45.7
FRONTIER ELEMENTARY	3	132	44.0
ETHEL I. BAKER ELEMENTARY	2	126	63.0
HIGHLANDS HIGH	13	108	8.3
HILLSDALE ELEMENTARY	13	108	8.3
BARRETT RANCH ELEMENTARY	9	94	10.4
MILES P. RICHMOND	10	85	8.5
WARREN A. ALLISON ELEMENTARY	9	74	8.2
CARMICHAEL ELEMENTARY	8	73	9.1
ANTELOPE HIGH	7	72	10.3
MIRA LOMA HIGH	7	57	8.1
ANDREW CARNEGIE MIDDLE	6	56	9.3
ORANGEVALE OPEN K-8	6	56	9.3
FLORIN HIGH	7	52	7.4
EL CENTRO JR./SR. HIGH	4	44	11.0
ROSEMONT HIGH	4	44	11.0
BELLA VISTA HIGH	4	44	11.0
SAN JUAN CHOICES CHARTER	5	40	8.0
EL CAMINO FUNDAMENTAL HIGH	5	40	8.0
WOODRIDGE ELEMENTARY	5	40	8.0
FUTURES HIGH	3	33	11.0
FREDERICK JOYCE ELEMENTARY	3	33	11.0
ANTELOPE MEADOWS ELEMENTARY	4	29	7.3
GREEN OAKS FUNDAMENTAL ELEMENTARY	4	29	7.3
HOWE AVENUE ELEMENTARY	4	29	7.3
LOUIS PASTEUR FUNDAMENTAL MIDDLE	4	29	7.3
GLOBAL YOUTH CHARTER	4	29	7.3
CENTER HIGH	4	29	7.3

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
ISABELLE JACKSON ELEMENTARY	3	28	9.3
WINSTON CHURCHILL MIDDLE	3	28	9.3
ANTELOPE CROSSING MIDDLE	3	23	7.7
PASADENA AVENUE ELEMENTARY	3	23	7.7
CALIFORNIA MONTESSORI PROJECT-SAN JUAN CAMPUS	2	22	11.0
DEL PASO MANOR ELEMENTARY	2	22	11.0
PERSHING ELEMENTARY	2	22	11.0
RIDGEPOINT ELEMENTARY	2	22	11.0
FOOTHILL OAKS ELEMENTARY	2	22	11.0
PARAMOUNT COLLEGIATE ACADEMY	2	22	11.0
ARDEN MIDDLE	3	18	6.0
ELWOOD J. KEEMA HIGH	3	18	6.0
MONTEREY TRAIL HIGH	2	17	8.5
EDWARD HARRIS, JR. MIDDLE	2	17	8.5
OAK HILL ELEMENTARY	2	17	8.5
PALMITER SPECIAL EDUCATION	2	12	6.0
ELINOR LINCOLN HICKEY JR./SR. HIGH	2	12	6.0
FORTUNE	2	12	6.0
BOWLING GREEN ELEMENTARY	2	12	6.0
FERN BACON MIDDLE	2	12	6.0
CASA ROBLE FUNDAMENTAL HIGH	2	12	6.0
OAKDALE ELEMENTARY	2	12	6.0
CALVINE HIGH	1	11	11.0
MATHER HEIGHTS ELEMENTARY	1	11	11.0
LAKE CANYON ELEMENTARY	1	11	11.0
ST. HOPE PUBLIC SCHOOL 7	1	11	11.0
ISADOR COHEN ELEMENTARY	1	11	11.0
O. W. ERLEWINE ELEMENTARY	1	11	11.0

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
JAMES MARSHALL ELEMENTARY	1	11	11.0
GOLDEN EMPIRE ELEMENTARY	1	11	11.0
ORANGE GROVE ADULT EDUCATION	1	11	11.0
RIO AMERICANO HIGH	1	11	11.0
OAKVIEW COMMUNITY ELEMENTARY	1	11	11.0
CHARLES PECK ELEMENTARY	1	11	11.0
COMMUNITY OUTREACH ACADEMY	1	11	11.0
COMMUNITY COLLABORATIVE CHARTER	1	11	11.0
TWIN RIVERS ADULT SCHOOL - MURCHISON CENTER	1	11	11.0
OLIVE GROVE ELEMENTARY	1	6	6.0
GERBER JR./SR. HIGH	1	6	6.0
ARNOLD ADREANI ELEMENTARY	1	6	6.0
ELK GROVE ADULT EDUCATION	1	6	6.0
MAEOLA E. BEITZEL ELEMENTARY	1	6	6.0
CHARLES A. JONES EDUCATION CENTER (ADULT)	1	6	6.0
OAK RIDGE ELEMENTARY	1	6	6.0
PETER BURNETT ELEMENTARY	1	6	6.0
ASPIRE ALEXANDER TWILIGHT COLLEGE PREPARATORY ACADEMY	1	6	6.0
ASPIRE ALEXANDER TWILIGHT SECONDARY ACADEMY	1	6	6.0
LA VISTA CENTER	1	6	6.0
DYER-KELLY ELEMENTARY	1	6	6.0
MCCLELLAN HIGH (CONTINUATION)	1	6	6.0
FOOTHILL HIGH	1	6	6.0
VILLAGE ELEMENTARY	1	6	6.0
FOOTHILL RANCH MIDDLE	1	6	6.0

APPENDIX B
HIGH INJURY COLLISIONS
NEARBY SCHOOLS (2 MILE RADIUS)

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
Natomas Pacific Pathways Prep	3	520	173
Natomas Pacific Pathways Prep Middle	3	520	173
Westlake Charter	3	520	173
Westlake Charter Middle	3	520	173
Cordova Villa Elementary	1	165	165
Leroy Greene Academy	2	330	165
Two Rivers Elementary	2	330	165
White Rock Elementary	1	165	165
Witter Ranch Elementary	2	330	165
Franklin Elementary	3	341	114
Westside Elementary	33	3598	109
Westside Preparatory Charter	33	3598	109
Dry Creek Elementary	35	3759	107
Leataata Floyd Elementary	8	853	107
Rio Linda High	34	3594	106
Rio Linda Preparatory Academy	34	3594	106
Orchard Elementary	36	3760	104
Sunrise Elementary	3	296	99
Isleton Elementary	2	196	98

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
Crocker/Riverside Elementary	10	945	95
Robla Elementary	28	2608	93
Elliott Ranch Elementary	2	176	88
Jefferson Elementary	2	176	88
Arthur A. Benjamin Health Professions High	10	875	88
Elverta Elementary	17	1474	87
California Middle	9	780	87
Main Avenue Elementary	9	769	85
William Land Elementary	15	1263	84
Heritage Peak Charter	43	3588	83
Pathways Community Day	43	3588	83
Martin Luther King Jr. Technology Academy	4	327	82
Taylor Street Elementary	4	297	74
Grand Oaks Elementary	10	741	74
C. K. McClatchy High	8	590	74
Harmon Johnson Elementary	7	514	73
Carl H. Sundahl Elementary	3	212	71
Estrellita Continuation High	3	207	69

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
Lake Canyon Elementary	3	207	69
Liberty Ranch High	3	207	69
Marengo Ranch Elementary	3	207	69
McCaffrey Middle	3	207	69
River Oaks Elementary	3	207	69
Regency Park Elementary	5	338	68
David Lubin Elementary	11	742	67
Cordova Meadows Elementary	30	2004	67
Mather Heights Elementary	5	318	64
John H. Still	2	126	63
Mills Middle	36	2264	63
Noralto Elementary	5	313	63
Rancho Cordova Elementary	8	500	63
Citrus Heights Elementary	6	369	62
Sylvan Middle	6	369	62
Mesa Verde High	9	551	61
Cordova Gardens Elementary	34	2063	61
Cordova High	35	2099	60
Sutter Middle	31	1831	59
Alpha Charter	3	177	59

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
Alpha Technology Middle	3	177	59
Peter J. Shields Elementary	34	1924	57
Heron	4	218	55
Hazel Strauch Elementary	6	324	54
Abraham Lincoln Elementary	23	1241	54
Glenwood Elementary	6	319	53
Union House Elementary	90	4747	53
Folsom Lake High	14	725	52
Woodlake Elementary	31	1588	51
Mary Deterding Elementary	145	7276	50
Del Dayo Elementary	82	4099	50
Mira Loma High	272	13568	50
Sutterville Elementary	11	548	50
Whitney Avenue Elementary	260	12925	50
American Lakes Elementary	4	198	50
Navigator Elementary	4	198	50
Smythe Academy of Arts and Sciences	4	198	50
Options for Youth-San Juan	145	7092	49

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
Community Outreach Academy	253	12369	49
Folsom Cordova K-8 Community Charter	15	731	49
Community Collaborative Charter	248	12031	49
Twin Rivers Adult School - Murchison Center	248	12031	49
Aspire Capitol Heights Academy	25	1209	48
Futures High	289	13858	48
El Camino Fundamental High	236	11230	48
Grant Union High	47	2230	47
Michael J. Castori Elementary	107	5075	47
Luther Burbank High	161	7618	47
Frederick Joyce Elementary	282	13274	47
Pasadena Avenue Elementary	345	16228	47
Lichen K-8	13	610	47
H. W. Harkness Elementary	77	3606	47
Fortune	296	13841	47
California Montessori Project-San Juan Campus	271	12653	47
Pacific Career and Technology High	293	13650	47

SCHOOL	FREQUENCY	EPDO	EPDO/COLLISION
James R. Cowan Fundamental Elementary	276	12836	47
Las Flores High (Alternative)	172	7988	46
Rio Cazadero High (Continuation)	172	7988	46
Arcade Fundamental Middle	284	13172	46
Ottomon Way Elementary	38	1759	46
Oakdale Elementary	296	13699	46
Edward Kemble Elementary	110	5080	46
Daylor (William) High (Continuation)	271	12514	46
La Entrada Continuation High	318	14673	46
Laurel Ruff Center	318	14673	46
Kohler Elementary	347	15995	46
Woodridge Elementary	369	17007	46
Elder Creek Elementary	143	6575	46
Paseo Grande Charter	317	14544	46
Cesar Chavez Intermediate	111	5091	46
Will Rogers Middle	185	8475	46

**COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
Meeting Agenda**

Department of Transportation | Videoconference

Zoom Meeting: <https://zoom.us/j/95540139982>

Phone only: +16699006833,,95540139982#

WEDNESDAY July 8, 2020 - 6:00 p.m.

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

Members: Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of May 13, 2020

See attached May 13, 2020 draft meeting minutes.

Action Item

4. City of Sacramento Bicycle Master Plan

Jennifer Donlon-Wyant, City of Sacramento, (916) 808-5913,
jdonlonwyant@cityofsacramento.org
See attached staff report and PowerPoint presentation.

Informational

5. Howe Avenue Bicycle and Pedestrian Improvement Project

Melissa Wright, SACDOT, (916) 874-4243, wrightme@saccounty.net
Jenny Singh, SACDOT, (916) 874-6092, singhje@saccounty.net
See attached staff report and exhibits.

Review and Comment

6. Active Transportation Plan Update

Otto Melara, Alta Planning, (510) 540-5008, ottomelara@altaplanning.com
Libby Nachman, Alta Planning, (510) 540-5008, libbynachman@altaplanning.com
Alicia Brown, WalkSacramento, (916) 446-9255, abrown@walksacramento.org
See Attachment 1 - PowerPoint presentation, Attachment 2 - Final ATP Public Engagement Plan, and Attachment 3 - Draft Survey.

Review and Comment

7. Staff Updates and Reports Back

- Upper Westside Master Plan
- Sacramento Parks and Trails Strategic Development Plan

8. Future Agenda Items

- Thomas Edison Non-Infrastructure Program Update
- Fern Bacon Active Transportation Project
- South Watt Avenue Widening: Florin to Jackson
- Active Transportation Plan Update

9. Informational Items

- Final Meeting Minutes, March 25, 2020
- 2019 SacBAC Annual Report
- Upper Westside Master Plan Report

10. Set Next Meeting Dates

- a) Next SacBAC meeting: September 9; Location: Zoom
- b) Adjourn SacBAC

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design

Alicia Brown, WALKSacramento

Date: July 8, 2020

Re: Sacramento County Bicycle Advisory Committee Meeting Summary

Attendees

6 committee members participated via virtual Zoom meeting

Input Received

Goals and Priorities

- Coordinate, leverage, and communicate across jurisdictional boundaries to ensure network connectivity. This should include coordination with the City of Sacramento's Bike Master Plan process, as well as with other cities in the County and neighboring counties such as Solano, Amador, and Sutter.
- Create a network where people feel safe walking and biking to and from daily activities, especially in disadvantaged communities.
- Multimodal connectivity, especially between biking, walking, and transit.
- Desired outcomes of the Plan include: increasing walking and biking, reducing collisions, and constructing more pedestrian and bicycle facilities.
- Incorporate not just pedestrian and bicycle education, but strategies for driver education as well (similar to Caltrans highway worker safety campaigns).
- Include policies that provide design guidance for engineers when filling network gaps.

Challenges

- Differing design standards between jurisdictions
- Defining outreach metrics for success during COVID-19 – how will we know that we have enough feedback?
- Need to consider additional outreach methods during COVID-19 to reach residents without internet access

Opportunities

- Outreach
 - Partner with SacRT for pop-up outreach at transit stations

- Tap into local news outlets
- Reach out to major employers through Transportation Management Authorities
- Meet people at places where they go in the community, and provide food and childcare for in-person meetings
- Use tablets or paper versions of the online map as a way to gather feedback from people at pop-up tabling events
- Demonstration projects are desirable for showing people what certain infrastructure solutions could look like in their community
- Establish and gather data for baseline metrics in order to ensure that policies and strategies are measurable
- Refer to Vision Zero metrics, policies, and tools, with the goal of reducing injuries and improving safety

Survey and Website Feedback

- Survey:
 - Shift the survey timeline – currently says June
 - Can't ask about post-COVID since we are not currently post-COVID. Need to ask how people are walking and biking currently, during COVID.
 - Potentially add how do you think you will walk/bike post-COVID
 - Question 12 and 16: recommend changing to four choices instead of five, removing the "neutral" option (strongly agree, agree, disagree, strongly disagree)
 - Question 23: Should add Southeast Asian/Indian for race and ethnicity
- Website
 - Add additional languages for translation
 - On the feedback map, there should be a way to filter between walking and biking. There should also be a way for people to identify scenic routes.
 - The Sacramento County Active Transportation Plan header needs to have some additional wording to indicate that it is in the process of being updated. Currently the wording implies that it is complete.
 - Need to have simpler, less jargon-y language under the About section
 - How will the website be promoted? Need to also have alternate options for non-digital formats.
 - Website pictures currently show recreational riding, but should include pictures with more vehicle replacement trips. People should also be wearing helmets in all photos.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: August 3rd, 2020

Re: **Community Based Organization Stakeholder Meeting Summary**

Attendees

7 people participated in a virtual focus group conversation through Zoom.

- Rachel Rios (La Familia),
- Veronica B (Impact Sac),
- Jeremy (Asian Resources ARI),
- Mikki McDaniel (SacDOT)
- Libby Nachman (Alta)
- Alicia Brown (WALKSacramento)
- Isai Palma (WALKSacramento)

Input Received

Goals and Priorities

- Access to public transit and essential business and services (banks, grocery stores, food distribution, schools, small businesses, etc) are critical, especially during COVID-19.
- Tree shading is important for walkability by reducing impacts of heat and making the environment feel more safe and pleasing.
- Access to parks and other green space is desired, especially in South Sacramento.
- Provide mobility options, especially for youth and residents who don't have cars or can't drive.

Challenges

- COVID-19 Challenges
 - More resources than expected are being sought by community members.
 - Communities of color are most heavily impacted by COVID-19 and the ones seeking services from the CBO's in the community.
 - Young people are being impacted by social distancing and are in need mental health support
 - Residents have a difficult time getting to essential businesses and services because they live too far from transit stops or service doesn't align with hours needed.

- Community members struggle to use technology even if they have access to it, or don't have access to internet to access online services.
- There a lot of residents who don't speak English and can't navigate the services available online or understand the communication campaigns.
- Services have been moved to appointment only, which have slowed the services rendered.
- People are scared to ride public transit because of the fear of getting sick from COVID-19.
- Intersections and cross streets tend to lack paint, stop signs, and traffic lights.
- Specific areas of concern:
 - Franklin Boulevard and Fruitridge Road is a very busy intersection with a lot of businesses and traffic from the freeway. Sidewalks are narrow and there is no tree canopy. Due to high traffic speeds bike infrastructure does not feel safe.
 - Lemon Hill Avenue to Stockton Boulevard does not have much traffic calming, which leads to high traffic speeds. Too many driveways create potential conflicts with pedestrians.
 - Stockton Boulevard in general has high traffic speeds and a history of high speed and fatal pedestrian and bicycle collisions with vehicles. Traffic lights don't work properly, which creates confusion for drivers on whether it is appropriate to proceed or not.

Opportunities

- Engage with Spanish TV, Vietnamese print media, or other culturally trusted sources.
- Create materials that people are more likely to read or go through like coloring books for kids.
- Conduct phone banking to reach residents who may not have internet access.
- Attend food distributions to reach more residents.
- Identify and work with trusted partners in the community, such as community-based organizations, large grocery stores, and resident champions. Oftentimes word of mouth is most successful at reaching residents.
- Provide incentives like gift cards or stipends for community members to participate in events.
- Showing examples of infrastructure is most effective for engaging residents. Examples could include pop-up bike lanes, field trips to places with different forms of walking and biking infrastructure (such as Land Park and Curtis Park), or using existing spaces such as La Familia's Maple Mile to discuss active transportation opportunities.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: August 4th, 2020

Re: **Environmental Justice and Community-Based Organization Stakeholder Meeting Summary**

Attendees

8 people participated in a virtual focus group conversation through Zoom.

- Julian Ramos (Everyday Impact Consulting)
- Ivan Pereda (Organize Sac)
- Torin Dunnavant (Sacramento Tree Foundation),
- Margeaux Fischer (International Rescue Committee)
- Otto Melara (Alta)
- Alicia Brown (WALKSacramento)
- Isai Palma (WALKSacramento)
- Molly Wagner (WALKSacramento)

Input Received

Goals and Priorities

- Providing access and reliable public transit so that residents can reach key essential destinations.
- Having bicycle infrastructure that allows you to get around is very important, especially when there are populations resettling in a new country and lack access to alternative transportation options.
- It is very imperative that the County conducts good public outreach efforts to gather quality input for Plans like the ATP.
- Inequitable distribution and maintenance of tree canopy is focused in affluent areas of Sacramento, and public funds are used to care for these trees.
- There are intersections that are confusing for pedestrians and although they have been vocal for change nothing has occurred, and people feel ignored.

Challenges

- COVID-19 Challenges
 - Community members struggle to use technology even if they have it, or don't have internet access for online services provided.
 - Young people have limited transportation options, which make it difficult for them to access community resources.
 - Sacramento has a proportionate number of refugees that don't know English or don't have a drivers license to drive themselves around.
 - Languages spoken – Dari, Russian, Arabic, Hmong, Spanish
 - Although social media is an important platform to use to communicate with the community, not everyone has access to these platforms and we need to find other ways to keep them engaged.
 - A lot of residents have lost their jobs and are struggling to identify or benefit from the resources available.
- Specific areas of concern:
 - At the Brick house in the Oak Park neighborhood along Broadway there is a 5-way stop sign crossing that is difficult for pedestrian to know who has the right of way when crossing.
 - Arden Way is a major arterial with access to retail businesses, yet streets are tailored for vehicles and have no space for bicycle use.
- Bike infrastructure seems to be an afterthought especially along major arterial.
- For low-income residents biking is used more as a primary mode of transportation instead of recreation.
- Bike infrastructure is being placed along public easements, which make it hard for future development.
- General concerns of personal safety.
 - People don't feel comfortable walking around their neighborhood at certain times or locations.
- It is also important to understand what safety means for different sectors of the community.
 - For South Sac it does not mean more police.
- Many streets in North and South Sacramento lack tree canopy, which makes walking or biking unbearable with the heat.
- There are issues with defining areas that are public vs private space. Older neighborhoods have a lot of public space along the sidewalks are predominately more affluent communities and city funds are used to maintain and care for the mature trees in these neighborhoods.
- In South Sac there are less or no defined public areas so there are no funds going into these areas to maintain even though everyone taxes are being used to maintain the existing tree canopy.

Opportunities

- Beginning to engage small groups of residents that are interested in identifying solutions and creating next steps to address issues coming up.
- Have had more time to reestablish connection with residents that have participated in past events or connected with residents who have provided their contact information previously.
- Identifying trusted messengers who can spread the word about activities, events, resources, etc.
- Narrowing down the characteristics of individuals an organization is reaching out to and creating target modes of outreach for identified subset of people.
- Taking proactive steps to be more engaged with existing network by following up with people on text message, calls, social media, and zoom meetings.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: August 11th, 2020

Re: **Resources for Independent Living Stakeholder Meeting Summary**

Attendees

3 people participated in a virtual focus group conversation through Zoom.

- Joe Wilson (Resources for Independent Living)
- Alicia Brown (WALKSacramento)
- Isai Palma (WALKSacramento)

Input Received

Goals and Priorities

- Having more even sidewalks where people with wheel chairs can feel safe to use.
- Creating wider sidewalks that accommodate for pedestrians and people who use wheelchairs.
- Making sure that all streets and sidewalks have curb cuts that allow individual with disability to access.

Challenges

- COVID-19 Challenges
 - Many of their consumers are homeless and not being able to let people go in their office has created difficulties with engagement.
 - A portion of their consumers are also older residents have struggled with the use of technology, since the majority of their meetings have been moved to Zoom.
 - Activities like random walking Wednesdays that would bring various groups of people together have stopped.
 - People have been hijacking zoom meetings and talking about issues that are not relevant to what they are talking about
 - Overall, they have not been able to engage with new clients.
- Specific areas of concern:
 - Their clients like to get to Oak Park and bike trails along the American River, yet they tend to be difficult because of the lack of transportation options that connect to those areas.

- Cyclist riding along 65th Street between Folsom Ave and 4th Street find themselves in close calls due to traffic merging onto the freeway.
- Although there are Hawk Signals along Folsom Avenue and Broadway, vehicles do not stop or yield and could be dangerous for pedestrians.
- Uneven or broken pavement tends to be a big problem especially for those that have a difficulty walking or even on wheelchair.
- Crossing the street is difficult because crossing timers don't provide enough time for pedestrians or people with disabilities to cross.
- There are areas where sidewalks are too narrow and two individuals on wheelchairs cannot pass each other and one would have to back up for the other to be able to pass each other. (Folsom Ave undercrossing)
- There are number of sidewalks that don't have curb cuts.

Opportunities

- Reaching out via phone calls to their clients to check in and see what needs they may have has been successful.
- They have been setting up appointments with clients that are in real need of in-person consultation.
- They are starting up a care registry where they would provide support to their clients in-person to set up technology to get them on board using the systems they have available.
- For people who use public transit its relatively simple to get Downtown Sacramento because there are a lot more transit stop and light rail stations for people to access businesses.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: September 14, 2020

Re: Disability and Access Stakeholder Meeting Summary

Attendees

5 people participated in a virtual focus group conversation through Zoom.

- Nick Westerman, Society for the Blind
- Gene Lozano, ACB Capital Chapter of the California Council of the Blind
- Steve Horton, United Cerebral Palsy of Sacramento and Northern California
- Alicia Brown, WALKSacramento
- Chris Holm, WALKSacramento

Input Received

Goals and Priorities

- Provide safe crossings and intersections, especially for people who are blind and visually impaired.
- Ensure that the mobility needs of seniors are accounted for in the Plan.
- Many people tend to use paratransit, ride sharing, and public transportation as a way to get to most destinations. Light rail was also a normal mode but less with COVID-19.
- Good sidewalks in places where people live, especially outside of downtown Sacramento, are needed.
- Active transportation is mostly used to get to daily destinations with a sense of purpose rather than for recreation. Active transportation also provides a social aspect in that it decreases sense of isolation and increases community.

Challenges

- COVID-19 challenges:
 - Most facilities are closed, but Society for the Blind and UCP are still providing remote-distance learning and assistance via online and phone.
 - Feelings of isolation are a major challenge for many clients and members, as many people live by themselves.
 - UCP runs a shuttle service, but has been discontinued for now because of COVID-19.
- Jump bikes and scooters left in public right of way pose a challenge for blind and visually impaired.
- Intersections and crossings are a major concern, especially where loud noise makes it difficult for blind and visually impaired individuals to tell if it is safe to cross.

- Cycle tracks and protected intersections are a challenge, especially for people who are blind and visually impaired. Crossing bike lanes is a hazard. Difficult to find and get to edge of traffic lane and prepare to cross, but crossing phase could be over by the time you get there.
- Floating bus stops are challenging to find the crossing to the stop, and uncontrolled bike lanes are unsafe.
- Shared spaces with pedestrians and bicyclists are often unsafe for people who are blind and visually impaired.
- Incomplete sidewalks are challenges. South Sacramento and areas of Arden Arcade have a lot of incomplete streets with open ditches and poor conditions of many sidewalks. Generally there is a lack of funding and enforcement of property owner sidewalk maintenance.
- Roundabouts are a real concern, unless the leg is signalized.
- Specific areas of concern:
 - Arden Way at Morse area has varying sidewalk quality and utility poles in the center of sidewalks.
 - Bicyclists tend to ride on sidewalks, and often lead to collisions and near-misses. Orange Grove/College Oaks and at Sac State are two locations where this has happened to participants.
 - R Street at 29th/30th have freeway noise that make it difficult to detect crossing opportunities.

Opportunities

- Put utilities underground. 20 years ago with the Hazel Street widening, businesses pushed for undergrounding. This would remove sidewalk impediments as well as improve aesthetics overall.
- Better lighting.
- ACB still hosts virtual meetings, community calls, and other online social events. They are interested in having a meeting about the ATP with their members.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: September 14, 2020

Re: Transit Agency Stakeholder Meeting Summary

Attendees

5 people participated in a virtual focus group conversation through Zoom.

- Mike Costa, City of Elk Grove and E-Tran
- Will Garner, Placer County Transit
- Mikki McDaniel, Sacramento County DOT and South County Transit
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento

Input Received

Goals and Priorities

- ADA access and ensuring that the entire route to and from a transit stop is accessible.
- Wayfinding is needed to help people continue to access transit and nearby destinations.
- Look at weather-appropriate amenities such as shading and shelters to improve comfort walking or biking to transit.
- More long-term bike storage for people to feel comfortable leaving their bikes all day at transit stops.
- Consider skateboard storage.
- Lighting around transit stops to improve safety and security in morning and at night.

Challenges

- COVID-19 Challenges
 - Continue to maintain local service despite reduced commuter service.
 - Generally commuter routes support operations for local routes. Commuter ridership has drastically decreased since COVID 19. CARES act funding has been helping sustain operations.
 - Reduced transit service since spring and ridership numbers remain low.
 - Dial-a-Ride ridership has not been as impacted as other routes and is climbing back up to normal levels.

- Most people tend to park and ride, especially for commuter service. Local service tends to have most people walk, with some people biking and using bike storage on the bus.
- Long term bike storage is minimal even at major transit hubs.
- Bike racks are not designed to carry cargo bikes, incumbent bicycles, etc. Only two wheeled bikes are supported. Lifting cargo and other non-traditional bikes up the stairs for light rail is a major challenge.
- Upgrading bus stops is often not seen as a priority for jurisdictions. Many stops have minimal amenities and lack of adequate sidewalk infrastructure.
- There are a lot of major arterials along transit routes, so need to focus on increasing safety and comfort for people walking and biking on those corridors (through separated facilities, Class I bike lanes, etc).
- Transit operators don't have control over right of way, so need to coordinate closely with jurisdictions.

Opportunities

- Talk with Sacramento Regional Transit to learn more about transit access throughout their service area.
- Many college students use transit, especially to Cosumnes River College. Pre-COVID-19, E-Tran also served a high amount of middle and high school students.
- Prior to COVID-19, both E-Tran and PCT had increasing levels of transit use, indicating opportunities to better coordinate transit with first-mile and last-mile transit access.
- Pick highest use or highest potential locations to make them more accessible for the entire walking trip.
- Ensure coordination between County and neighboring jurisdictions. Work with Elk Grove Public Works and Placer County.
- SCT is updating Short-Range Transit Plan from 2021-2025.
- SacRT is working on a Bus Stop Improvement Plan with WALKSacramento over the next year and that would be an opportunity to identify specific bus stops for access improvements. As part of this, consider what bus stops are regional bus stops that are used by other transit agencies.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: September 15, 2020

Re: **Resources for Independent Living and Disability Rights California Stakeholder Meeting Summary**

Attendees

4 people participated in a virtual focus group conversation through Zoom.

- April Wick, Resources for Independent Living
- Eric Harris, Disability Rights California
- Alicia Brown, WALKSacramento
- Chris Holm, WALKSacramento

Input Received

Goals and Priorities

- Ensure that all disabilities are taken into account, not just mobility disabilities (sensory, vision, hearing).
- Think actively about each community when policies are made.
- Improve access to trails for outdoor recreation opportunities, especially for people with mobility disabilities. Oftentimes short, unpaved sections at trail access points create a huge barrier for people with wheelchairs and mobility devices.
- The concept of universal accessibility must be incorporated in the Plan (ensure that infrastructure works for people of all ages and abilities).
- Pay better attention to interconnectivity between neighborhoods and access to trails.
- Streetlights and protected crosswalks and intersections are priorities. Should also consider providing multiple curb-cut and access points along long block lengths. For protected crosswalks, some options include textured pavements, chirping signals, and stoplights, hybrid beacons, or other ways to ensure that cars stop and yield.

Challenges

- COVID-19 Challenges
 - More people going outside for recreation and mental health, but oftentimes trails and bike paths are inaccessible for people using wheelchairs and other assisted mobility.

- RIL and DRC have been operating remotely since spring, and have been able to connect with clients through phone calls and virtual means.
- Areas around downtown Sacramento are fairly accessible, but outside of the central city has a lot less access (for example, Arden Arcade and South Sacramento). It can take hours to get anywhere in these areas, especially if taking transit and making multiple transfers.
- Lack of curb cuts and ADA ramps, but also need to make sure the placement of ramps makes sense and aligns with crosswalks.
- Inclines are a challenge.
- Need to consider how people interact with the whole space, and provide the same level of experience for everyone. For example: at beaches often the best accommodation for people in wheelchairs and with mobility devices is a space to look at the ocean, but this is not the same as actually being able to go to the beach and put toes in the sand.
- ADA requirements don't meet the needs of people gathering together. For example: narrow sidewalks don't allow for multiple people in wheelchairs and mobility devices to travel together comfortably.
- Specific areas of concern:
 - Arden Way
 - Meadow and Valley Hi communities
 - Del Paso Heights – lack of sidewalks and streetlights

Opportunities

- Test designs to make sure they work for people with disabilities. Walk audits and pop-up infrastructure could be good opportunities to test this with people who have different types of disabilities.
- Think of everyone as either a person with a disability or a person who is temporarily able-bodied, as we all will experience some level of disability in our lifetimes.
- RIL is interested in setting up a meeting to talk with their clients about their transportation experiences and challenges.
- Recommended talking with NorCal Center for Deaf and Hard of Hearing
- Potentially conduct a simulation event with elected officials to show the experiences of people with disabilities. This MUST offer solutions as part of the simulation in order to be effective and respectful. Someone with a disability must be involved in organizing and participating in the simulation.
- Total Recall provides closed captioning services that can be used in this process.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: September 17, 2020

Re: **Biking Stakeholder Meeting Summary**

Attendees

7 people participated in a virtual focus group conversation through Zoom.

- Deb Banks, Sacramento Area Bicycle Advocates
- Chris Aguirre, Bike Lab
- Becky Neal, Sacramento Bike Hikers
- Tom Adams, Sacramento Wheelmen
- Mikki McDaniel, Sacramento County Department of Transportation
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento

Input Received

Goals and Priorities

- Providing connections across modes is important, especially for youth who often use walking, rolling, and transit to get around.
- The Bike Hikers are mostly a recreational bike club, but would like to focus more on encouraging biking for daily trips.
- A bike path along the Sacramento River would be a great amenity for biking to and from Delta communities.
- More bike education about riding with traffic is needed to improve safety and comfort for street riders.
- Having a buffer between bikes and vehicles (such as on Elvas in East Sacramento) feels safer when riding.
- Trails are great for kids and new riders to make biking feel safe and comfortable, but there aren't a lot of existing trails or connectivity to trails from Environmental Justice communities.

Challenges

- Bike Lab often organizes rides with kids and young adults in South Sacramento, but there aren't a lot of safe places for them to ride. Streets in South Sacramento are very dangerous for biking.

- Intersections are very dangerous, especially for bikers trying to go straight and conflicting with right turn movements. Parking protected bike lane, such as those on J Street in downtown Sacramento, feel especially dangerous because parked cars block visibility of bicyclists.
- More people are using trails now because of COVID-19, with the American River Trail being especially crowded. Many people are new trail users and don't understand the etiquette of sharing space between pedestrians and bikes. A majority of injuries that the Wheelmen face are on trails because of bike and pedestrian collisions.
 - Another challenge is that trail etiquette varies along different trails. Some places have pedestrians walk opposite of bikes and others have pedestrians and bike going in the same direction.
- Specific areas of concern:
 - River Road in the Delta is not safe for biking.
 - The Blue Diamond entrance to the American River Parkway is great from an infrastructure perspective but not from a personal safety perspective.
 - Getting out to Elk Grove and Cosumnes River College is difficult due to lack of continuous and safe bike infrastructure.
 - Trails don't connect easily to Rancho Cordova and Citrus Heights. In particular, Rancho Cordova is a major employment hub and could benefit from improved bike access.
 - Freeport Boulevard is unsafe for biking due to inconsistent and minimal bike infrastructure and fast traffic.

Opportunities

- Recommended engaging with Cycle Folsom.
- The Bike Hikers and Wheelmen were interested in hosting a joint meeting with their members, and the Bike Lab was interested in hosting a meeting with the youth that they work with.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: September 18, 2020

Re: Children and Youth Stakeholder Meeting Summary

Attendees

5 people participated in a virtual focus group conversation through Zoom.

- Dea Montelongo, Sol Collective
- Oscar Bermudez, Sacramento Chinese Community Service Center (The Center), Twin Rivers Unified School District (TRUSD) Coordinator
- Ignacio Burgos, Pro Youth and Families
- Alicia Brown, WALKSacramento
- Mikki McDaniel, Sacramento County Department of Transportation

Input Received

Goals and Priorities

- Prioritize the needs of people who use walking and biking as a main mode of transportation, especially low-income individuals and households.
- Generally, access to parks, schools, and grocery stores are important. Students in TRUSD typically walk or bike home from school but also want to be able to go to parks and Arden Mall.
- Families like to have opportunities for family-friendly bike rides. Teachers often help organize bike field trips as well.
- Existing bike trails are a great amenity, but need to have better connections to the trails and more education about how to access them.
- There is a need for safer bike lanes and continuous infrastructure for both walking and biking. Bike infrastructure should prioritize the needs of people who already use it in order to prevent the perception that they are not for existing communities.
- Need to provide more places for people to gather and rest along routes. Desired amenities include benches, tree shading, and street lights to improve comfort.
- Students and youth use a variety of travel modes to get around, often relying on parents to drop them off, using the bus and light rail, walking, skateboarding, biking, and taking Uber/Lyft.

Challenges

- COVID-19 Challenges
 - Programs have shifted to all-virtual settings. Have experienced some video fatigue among students and families in participating. Pro Youth and Families has been able to expand into more diverse communities than previously because of the reach of virtual programming.
 - Providing materials and supplies to students for virtual activities has been challenging because families have different supplies that may or may not be readily available at home.
 - Students enjoy the opportunities for interaction through virtual events.
 - A lot of families don't have access to wifi or only have one computer per household.
- There is a lack of complete streets throughout North Sacramento and South Sacramento that makes walking and biking unsafe and uncomfortable. Where sidewalks exist, they are uneven or broken in many places.
- Bike repair shops are lacking in many communities.
- Families often can't purchase helmets and other safety equipment due to financial constraints.
- More tree canopy is needed in North and South Sacramento, but need to consider the costs of maintenance and ensure that the burden isn't placed on households who may not be able to afford it.
- There aren't many places to go generally, especially for youth living in the Environmental Justice communities (West Arden Arcade and South Sacramento specifically). In particular, access to green space is desired.
- Specific areas of concern:
 - Congestion and minimal pedestrian and bicycle facilities on Howe Avenue, Watt Avenue, Power Inn Road, and El Camino Road.
 - Neighborhoods lack sidewalks in Arden Arcade.
 - Bike lanes on Broadway are inconsistent and missing in North Oak Park.

Opportunities

- Pre-recorded videos, social media, and virtual field trips have been effective at engaging students and families during COVID-19.
- The Center has been using Google Classroom for education activities with students.
- Sol Collective is hosting Sac Youth pop-up meetings with a variety of other organizations in the region.
- Mentimeter is a useful tool for engaging students anonymously in online activities.
- The Center coordinates with middle and high school virtual programs and offered to partner with the Sacramento ATP as a special guest to talk with students directly about transportation issues.
- Common languages include Hmong, Spanish, Russian, and Farsi.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: September 18, 2020

Re: **Transportation Management Agency Stakeholder Meeting Summary**

Attendees

5 people participated in a virtual focus group conversation through Zoom.

- Will Spangler, North Natomas Jibe
- Rebekah Evans, 80 Watt District
- Leah Barrett, 50 Corridor TMA
- Alicia Brown, WALKSacramento
- Sue Schooley, Sacramento County Bicycle Advisory Committee

Input Received

Goals and Priorities

- Work closely with residents in Environmental Justice communities to ensure that infrastructure solutions are co-developed with them.
- Ensure that the Plan incorporates the concerns and perceptions of safety that people have based on experiences by race – for example, Black Americans often feel unsafe walking or biking due to the threat of police and harassment.
- Ensure connectivity across business district and jurisdictional boundaries.
- Balance personal safety and traffic safety concerns throughout the Plan.

Challenges

- Bike lanes often feel like gentrification in many communities, with the perception of “this is happening *to me*, not *with me*”.
- There are many immigrant communities in the County, but new immigrants often feel that they can’t complain during planning processes because they should feel grateful for the opportunities they already have. Need to provide safe spaces for them to have conversations about transportation barriers and concerns.
- Personal safety concerns on trails, such as being attacked by dogs.

- North Natomas is very disconnected from everything because of the freeways and lack of safe alternative transportation options. Most people go into downtown from North Natomas but don't have very many ways to get there beyond driving.
- Trail crossings at major intersections are often dangerous and need greater consideration to improve safety.
- Very wide streets pose traffic safety concerns, especially in North Natomas.
- Lack of lighting is a major concern.
- Specific areas of concern:
 - Bradshaw and Gerber are not safe for biking
 - Roseville Road is dangerous from both a traffic safety and personal safety perspective
 - El Camino is a very dangerous road for walking and biking

Opportunities

- Hire high school students to help survey people in their neighborhood. This has been an effective approach in Del Paso Heights for a mobility hub project and has allowed for greater language access.
- Partner with service learning programs at high schools and colleges.
- Incentives for the survey would encourage greater participation.
- Coordinate with SACOG on the Watt Avenue bike trail project.
- Additional business districts to engage include Antelope, Carmichael, and Fulton El Camino.
- The 50 Corridor TMA is also working in Vineyard to provide transportation services to the community. There may be an opportunity to coordinate engagement efforts there.
- Jibe has a relationship with the Mexican Consulate in North Natomas and can help share outreach materials with them for greater outreach to Latinx communities.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design
Alicia Brown, WALKSacramento

Date: September 21, 2020

Re: **Health Stakeholder Meeting Summary**

Attendees

6 people participated in a virtual focus group conversation through Zoom.

- Stacy Springer, Breathe CA
- Misael Chavarin, UC Davis Trauma Prevention Center
- Roxana Garcia-Ochoa, Health Education Council (HEC)
- Monica Alleje, American Heart Association (AHA)
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento

Input Received

Goals and Priorities

- Need to consider first and last mile connections between various modes.
- A Complete Streets policy would be valuable in order to ensure a holistic approach to transportation and access.
- Signage and wayfinding are important amenities to provide connectivity to trails and safe pedestrian and bicycle routes.
- Lighting is critical for personal safety.
- Shading for trails and streets improves comfort as well when walking and biking.
- Breathe sees potential for the Plan to help improve air quality through reduced VMT.
- UCD is interested in seeing if there has been a spike in pedestrian and bicycle injuries in recent years, and is particularly interested in analyzing injury data trends around e-bikes and scooters.

Challenges

- COVID-19 challenges:
 - It has been challenging to successfully engage with people on-the-ground. Programs such as Breathe's Community Carshare and HEC's Walk With Friends program have been heavily impacted because of the need to meet face-to-face with residents.

- There is a lot of Zoom fatigue, and not everyone wants to be on Zoom calls.
- Programs and services have pivoted away from big events and shifted to virtual settings.
- Access to daily destinations is a big barrier for a lot of people, particularly to grocery stores and meal pick-ups. Students who don't have reliable transportation face challenges in picking up meals at school sites, which are more set up for vehicle pick-up.
- Lack of continuous sidewalks and crosswalks.
- Outside of the Sacramento downtown core, there are fewer bike lanes and people tend to bike on the sidewalk. People also often don't wear helmets.
- Shared active transportation spaces (especially with e-bikes and scooters) can lead to crashes and unsafe conditions between pedestrians and bikes.
- Specific areas of concern:
 - American River access on Watt Avenue: one side of the river is well lit and maintained, while the other side is not and feels more unsafe.
 - American River access at Discovery Park: lots of personal safety concerns with people experiencing homelessness on the trail.

Opportunities

- Short videos have been effective for AHA in promoting messaging around health. Rather than having Zoom meetings to educate people, it could be useful to provide short videos on social media and schedule virtual meetings for direct feedback as needed.
- Work with elected official districts to get the word out about community events.
- HEC works closely with the Twin Rivers Unified School District in North Sacramento and can support sharing information about the survey and workshops.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design

Alicia Brown, WALKSacramento

Date: September 22, 2020

Re: Sacramento County Agency Stakeholder Meeting Summary

Attendees

Four people participated in a virtual focus group conversation through Zoom.

- Victoria Cacciatore, SACOG
- Tim Choi, Sac County Department of Human Assistance
- Cheryl Bennett, representing the Disability Compliance Office and Disability Advisory Commission
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento
- Mikki McDaniel, SacDOT

Input Received

Goals and Priorities

- Make sure that an ATP fits in with the context and supports other initiatives. Look at where people go within a two-week period.
- Access to jobs and job interviews.
- Provide bikes for people and linking them to major volunteer or service provider destinations.
- Safe crossings for people using mobility devices that includes clear marking, ramp, no dedicated turn lanes, straight not diagonal crossing, and longer walk times.
- Think about families and their use of sidewalks and refuge islands.

Challenges

- Continuous access is really difficult in the county for medical services.
- Service delivery model for assistance does no good if people can't access healthy foods or farmers markets.
- People aren't able to get to the places they need to go to.
- Unsafe crossings.
- Bicycles sharing space with pedestrians is a danger to people with disabilities or impairments.
- More uniform bike lane design.
- Prioritize bicycling as transportation; or identify streets as either bike friendly or not.

- Really wide intersections.
- Specific locations of concern:
 - Stockton Blvd and Florin Road are dangerous for walking and biking
 - Long stretches between crossings in north areas.
 - Bell and Arden: crossings to school.

Opportunities

- Work with Black Child Legacy Campaign, WIC, and other clusters of services.
- BCLC would be great for spreading the survey.
- Pop-up projects.
- SACOG TOD toolkit has transit stations in Sac County that would be useful to examine in how it could support initiatives. Butterfield station has been identified for short-term opportunities

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design

Alicia Brown, WALKSacramento

Date: September 23, 2020

Re: Aging Adults Stakeholder Meeting Summary

Attendees

Six people participated in a virtual focus group conversation through Zoom.

- Linda Berry, Agency on Aging Area 4, Sacramento Regional Transit Mobility Advisory Council
- Jennifer Berdugo, AARP California, Livable Communities, City of Sacramento Active Transportation Commission
- Pam Flohr, Sacramento Regional Transit Mobility Advisory Council
- Virginia Wieneke, ACC Senior Services
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento

Input Received

Goals and Priorities

- Public information campaign for micro mobility parking and riding guidelines.
- Look at how people get to transit and make sure that public transportation is accessible, safe, and fair.
- More regulation and enforcement around parking of bikes and scooters.
- Transportation should connect to housing and outdoor spaces.
- Senior housing should be located based on available transportation and transit.
- Sacramento ATP should address climate change goals.
- Feedback from underrepresented populations, such as immigrant communities and those that don't drive.
- Shift the focus of preventing traffic deaths, such as Vision Zero campaigns, from schools to seniors.
- Design neighborhoods so you can walk to anything you need within twenty minutes.
- Data on crashes with e-bikes and scooters should be collected.

Challenges

- Vehicles, bikes, and scooters are often parked in a way that the sidewalk is blocked.

- Disabled, blind and people without disabilities are fearful of bikes and scooters that pass by in close proximity or at high speed.
- Pedestrians using walkers are at risk of falling if they're startled or encounter an unexpected barrier.
- Driver behavior and crossing time make it dangerous for people to cross.
- Lack of crosswalks and missing sidewalks to destinations within walking distance motivate residents to call for transportation service.
- Walking surface conditions and materials, lighting, traffic, crime, and homelessness are huge safety issues.
- Safe places to walk and roll are needed to facilitate outdoor exercise, especially during the pandemic.
- Trails are nice amenities, but homeless encampments discourage use.
- Fair Oaks and Howe area has a lot of senior housing and street amenities have been added, but the streets are still wide and difficult to cross.
- Areas around recreation centers, senior centers, and independent living centers should be given greater attention.

Opportunities

- Make wellness calls.
- Reach people through "meals on wheels" type programs.
- Zoom classes, as more seniors are getting more comfortable with the technology.
- Facebook, and Facebook Live events.
- Resources for Independent Living – April Wick.
- AARP interested in hosting calls with members.
- Neighborhood walking groups.

To: Mikki McDaniel, Sacramento County DOT

From: Otto Melara, Alta Planning + Design

Alicia Brown, WALKSacramento

Date: September 23, 2020

Re: Housing and Homelessness Stakeholder Meeting Summary

Attendees

Four people participated in a virtual focus group conversation through Zoom.

- Joseph Smith, Loaves and Fishes Advocacy Director
- Alicia Brown, WALKSacramento
- Molly Wagner, WALKSacramento
- Mikki McDaniel, SacDOT

Input Received

Goals and Priorities

- 20-minute neighborhoods.
- Mobile bike shop for repairs.
- More regular bike outreach events to homeless.
- Bike repair at County Department of Human Assistance offices.

Challenges

- 85% to 90% of adults accessing services walk or bike.
- Public transportation isn't free, so people walk hours, steal bikes, or ride without tickets to get to appointments at the three qualified health clinics and other services.
- Alcohol and drug treatment center on Power Inn is inaccessible.
- People with wheelchairs often get stuck because of missing sidewalks or uneven pavement.
- Moving to new living space can be incredibly challenging for people with mobility devices.
- Maintaining bikes in working condition. Spokes & Wrenches, the bike shop at Loaves & Fishes, goes through hundreds of patches and bike tubes each week. Many donated bike parts are unusable.
- Shade is lacking in many areas, and trees are often not maintained.
- Safe bike lanes, and lighting at intersections.
- Weather is a challenge (heat in summer and rain in winter).
- Unsafe sidewalks and big barriers around tracks.
- Systemic racism leading to homelessness.

Opportunities

- Bayside Church (19th Street at W Street) and St. John's Lutheran, both provide a lot of services to homeless.
- Show Up Sacramento, which provides mobile showers.
- Sister Libby Hernandez, Mercy Peddlers.
- Zoey Kipping, Sac Soup
- Sacramento Homeless Union, Crystal Sanchez
- Ellica Health Centers, mobile health clinic
- South Sac HART (Homeless Assistances Resource Team)
- Bob Erlenbusch, Executive Director of Sacramento Regional Coalition to End Homelessness compiles an annual report and may have pertinent data.

July 24, 2020

Re: Sacramento County Disability Advisory Committee – Physical Access Subcommittee Meeting Summary - July 21, 2020

ATTENDEES

12 people participated via virtual Skype meeting (including Mikki McDaniel)

INPUT RECEIVED

Goals and Priorities

People with disabilities should specifically be mentioned in the goals.

Public Engagement Plan

- Add GLBTQ organizations and organizations addressing homelessness. Include Sacramento Self Help Housing.
- Add indigenous peoples' groups: Sacramento Native American Health Center, California Indian Heritage Commission, California Native American Legacy, and California Indian Health Services.

CHALLENGES

- Combining bicycles and pedestrians into one plan can lead to pedestrian needs getting lost.
- Accessibility needs to be defined in the plan. Accessibility in the disabled rights world means something different than in the transportation world.
- Curb ramps to existing, private driveways are not meeting cross slope standards. A wheelchair user can and has fallen due to the unmanageable and substandard cross slopes at driveways on Watt Avenue.
- Auburn Blvd – full length of street. The sidewalk condition is very poor and traffic moves at highway speed.
- Watt Avenue – A hand-powered cyclist (using a wheelchair modified to also be used with a hand crank) said that he does not like to use bicycle lanes and chooses to use the sidewalk on Watt because of the speed of traffic.
- E-bike riders face a lot of challenges.
- Howe Avenue – Cars on Howe are pulling out beyond limit lines because of blind spots.

- Dell Avenue and Mission Avenue were cited as challenging places to walk and bike.
- The transition from the El Camino Park District to the American River is difficult.
- Difficult Route in Arden: Northrup Ave to Bell Ave to Irma Way

OPPORTUNITIES

- Disabled cyclists needs should be addressed.
- Meetings should be noticed such that anyone has the ability to access accommodations and provide them if requested. Accommodations should be made per the individual request, i.e. the format requested according to ADA.
- Wheelchair users differ on the use of “walk” versus “roll”. However, “walk” should be defined in the plan to refer to people who both walk and roll (using a wheelchair) or both terms should be used.
- Diverters along bike lanes and transitional curbing are also helpful for people on the sidewalk as it provides more separation from traffic.
- Buffered bike lanes help low-riding bicyclists (i.e. recumbent or adaptive bicycles).
- Empowerment Park is a good example of how to build a facility. The park has curb ramps and accessible recreational equipment. People should be able to bike and walk to this park.
- The Los Rios School District did a transportation study that is old now, but could provide good information.

SURVEY AND WEBSITE FEEDBACK

- Survey – The survey should be made to be fully accessible. Readers that are used to build the site are not always reflective of a typical user’s experience using an accessibility reader.
- Website
 - The website is not fully readable by an accessibility reader and should be. The interactive map is not useable at all by an accessibility reader. It is good that a project email and a phone number are posted in order to provide other ways to provide input.
 - Captioning should be made for deaf and blind (for use by accessibility readers) in any videos.
 - Any outreach collateral should be in Braille and large print.
 - Providing captioning or an interpreter for meetings, regardless of whether accommodation has been requested, could be a nice gesture to the Deaf community.

QUESTIONS

- How do you interact with the City of Sacramento/American River Parkway, Rancho Cordova on the plan?
- Why are we combining bicycles and pedestrians? Pedestrian needs can get lost in the shuffle.

August 27, 2020

Re: City of Rancho Cordova – Sacramento County Active Transportation Plan Coordination
August 27, 2020

ATTENDEES

7 people participated via virtual Zoom meeting

Byron Tang, City of Rancho Cordova

Brian Chan, City of Rancho Cordova

A Swanson, City of Rancho Cordova

Edgar Medina, City of Rancho Cordova

Quoc Nham, City of Rancho Cordova

Rick Carter, Sacramento County Department of Transportation

Mikki McDaniel, Sacramento County Department of Transportation

INPUT RECEIVED

Challenging Locations for Walking and Biking

- Douglas Rd, west of Folsom South Canal to Zinfandel Dr
 - This is a gateway path for cyclists. We would like a paved shoulder be six feet wide.
 - Can it be added to CIP and a project plan?
- Folsom South Canal connection at Kiefer Blvd
 - This is a connection to Keifer and New Bridge Plan Area.
 - Sidewalks are needed east of the Kiefer/Folsom South Canal entrance.
- Old Placerville Road, east of Bradview Dr.
 - Add sidewalks
- Sunrise Blvd, north of S. Bridge St.
 - There are a lack of sidewalks on South Bridge east of Sunrise. There is a Class I trail, but there could also be a sidewalk.
- Rod Beaudry, north of Tiffany Lane
 - Would like separation from the road for pedestrians, like an AC trail.
- White Rock Road. There is a bicycle lane gap from the end of the City to Grant Line Road

City of Rancho Cordova does not have a Bicycle Advisory Committee. There is an organization called Bicycle Advocates of Rancho Cordova.

September 24, 2020

Re: Sacramento Regional Transit Bus Stop Group – Sacramento County Active
Transportation Plan

ATTENDEES

12 people participated via virtual Microsoft Teams meeting

SacRT staff included Sarah Kerber, Mike Fitzpatrick, Sarah Poe, Max West, Blanca Salcedo, Aimee Steele, Eric Oparko, CTyler, EReitz, Desi Lopez, Sherri Adams, and RNielson. SacDOT staff included Mikki McDaniel and Kevin Tan.

INPUT RECEIVED

Challenges

- Reaching a bus stop at Madison & Dewey is difficult. Comment was posted on the public input map at walkbikesaccounty.net.
- Bus stop on Folsom at Bradshaw is almost impossible to reach. DOT is already planning to remove.

Opportunities

- Eric Oparko expressed a desire for RT to be able to give DOT input on bus stop pads for shorter term DOT planning
- RT has received a grant to survey walking area around bus stops. They will work with WalkSacramento.

Survey and Website Feedback

- Seemed like there was an issue with viewing comments on receiving end
- Overall was enthusiastic about the website and its opportunity to highlight infrastructure.

Questions

- How do all the ADA, ATP, Bike, and Pedestrian Plans mesh with each other?
- What is the timing of the bus stop removal on Folsom just west of Bradshaw?

To: Members of the County Bicycle Advisory Committee

Subject: Sacramento, Sutter, Yuba, Butte California State Routes 70/99 (SR 70, SR 99, SR 149) Comprehensive Multimodal Corridor Plan (CMCP)

Location/District: State Route 99 (SAC/99/R32.124-SAC/99/36.863) from SR 16/I-5/Hwy 99 interchange to the Sacramento/Sutter County border

Recommendation: Review and Comment

Contact: Mikki McDaniel, Transit and Bicycle Coordinator, Sacramento County Department of Transportation (SACDOT), (916) 875-4769, mcdanielm@sacounty.net

Summary: California Department of Transportation is developing a Comprehensive Multimodal Corridor Plan for State Route 70/99 and is seeking input from the Committee for bicycle and pedestrian options for projects and strategies. The plan will prioritize projects, and provide a basis for qualifying for funding through Senate Bill (SB) 1 Solutions for Congested Corridors Program (SCCP) and other potential local, regional, state, and federal funding sources.

The CMCP location within Sacramento County is Segment 1 which is Highway 99 from the State Route 16/I-5/Highway 99 interchange north to the Sacramento/Sutter County border. See Attachment 1 for CMCP 70/99 Segment 1 Map. Facilities within a two to three mile buffer of the highway can be considered as part of the planning area. The unincorporated County portion of this segment is agricultural or undeveloped at present. Planned facilities in the Bicycle Master Plan (2011) include a bicycle lane on Elverta Rd, Elkhorn Blvd, and under/over the highway north of I-5 connecting to a City of Sacramento residential neighborhood. See Attachment 2 for Bicycle Master Plan Map A-5.

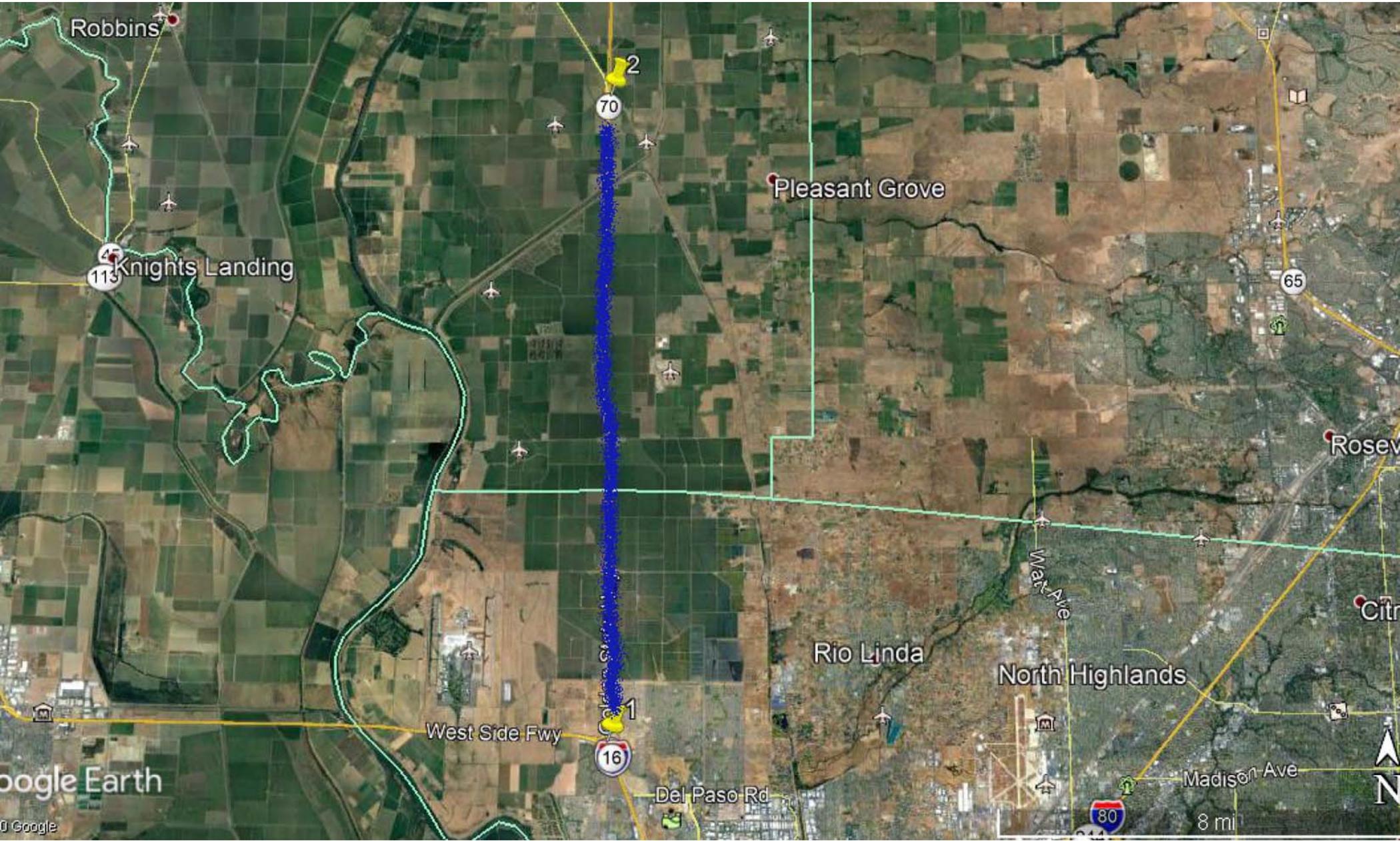
Funding Source(s): California Department of Transportation

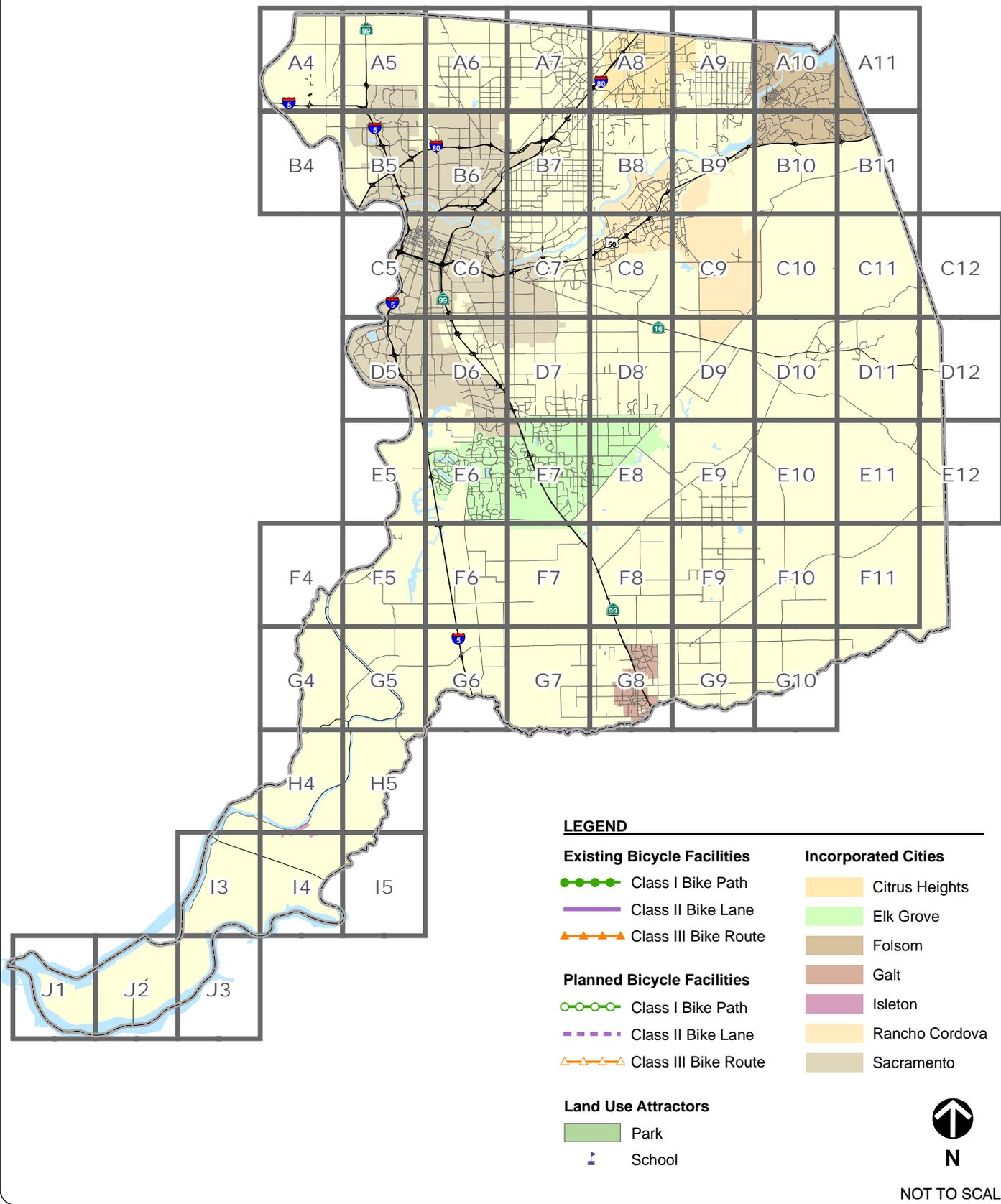
Background Information: The Comprehensive Multimodal Corridor Plan (CMCP) will identify, analyze, and evaluate transportation facilities along SR 70/99 corridors, while also determining needs, gaps and trends associated with multimodal modes of transportation, some of which include transit, arterial, rail, bicycle, and pedestrian elements. Draft goals, objectives, and performance metrics for the plan are included as Attachment 3.

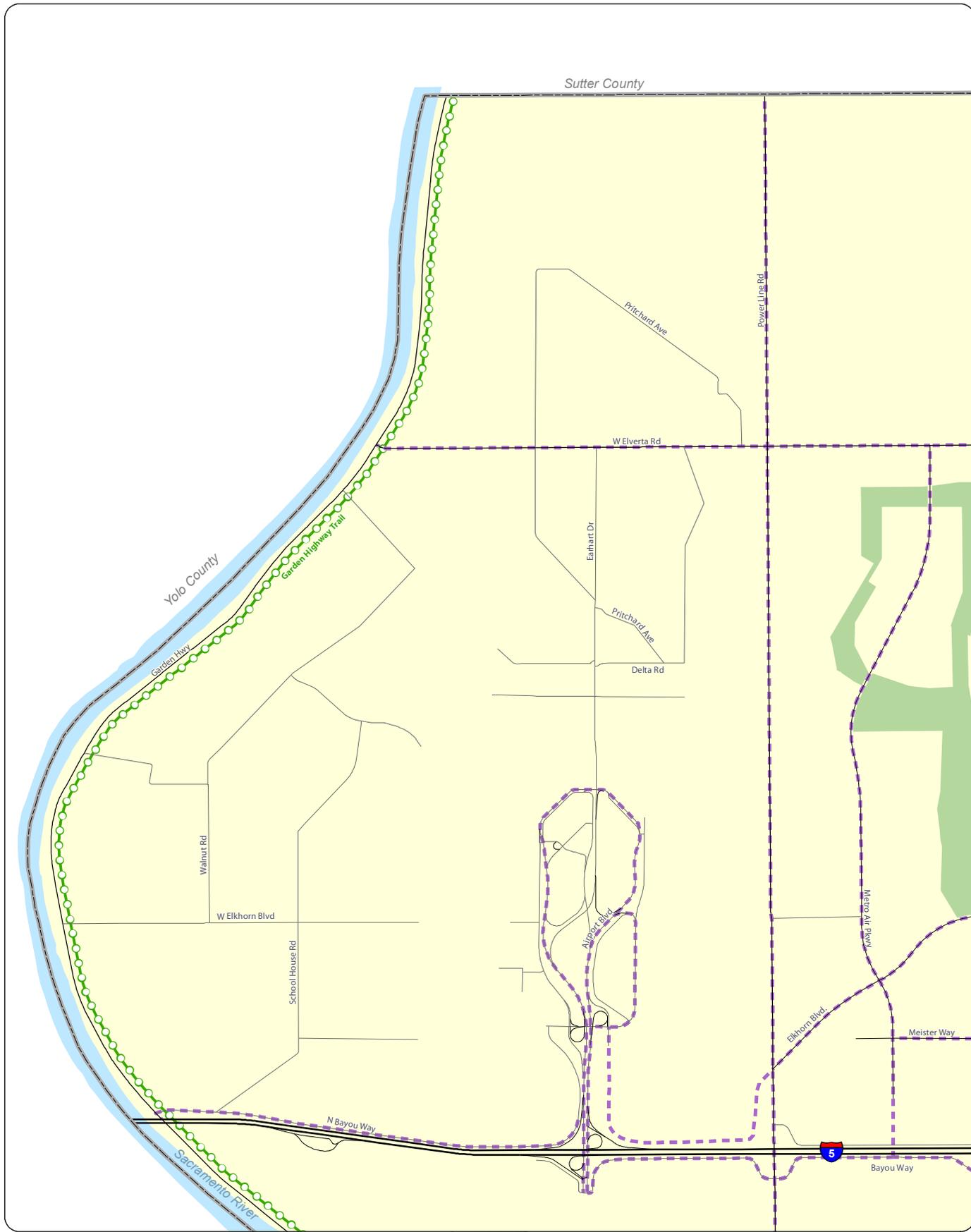
The CMCP incorporates the SR 70/99 corridors in Sutter, Yuba, Butte and portions of Sacramento counties, beginning in Sacramento County at the northern junction of Interstate 5 (I-5) and SR 99 in the City of Sacramento, and the beginning of SR 70 at the junction of SR 99 in southern Sutter County, continuing all the way on SR 99 through the northern edge of the City of Chico in Butte County. The corridor also, includes the Capitol Corridor and San Joaquin passenger rail Thruway Bus network, freight rail, local parallel arterial roadways, transit routes, bicycle, and pedestrian facilities.

Project Milestones

- Scope Effort and Team Formation (June 2020 –September 2020)
- Data Collection (June 2020 – June 2021)
- Conduct Performance Assessment (Existing Baseline) (June 2020 – June 2021)
- Conduct Performance Assessment (Future Baseline) (June 2020 – June 2021)
- Select and Prioritize Solutions (June 2021 – October 2021)
- Develop Corridor Performance Plan to Monitor and Evaluate Progress (August 2020 – November 2021)
- Draft Corridor Plan (August 2021 – October 2021)
- Publish Final Corridor Plan (November 2021)
- Public Engagement (Tentative Dates: October 2020 and May 2021)



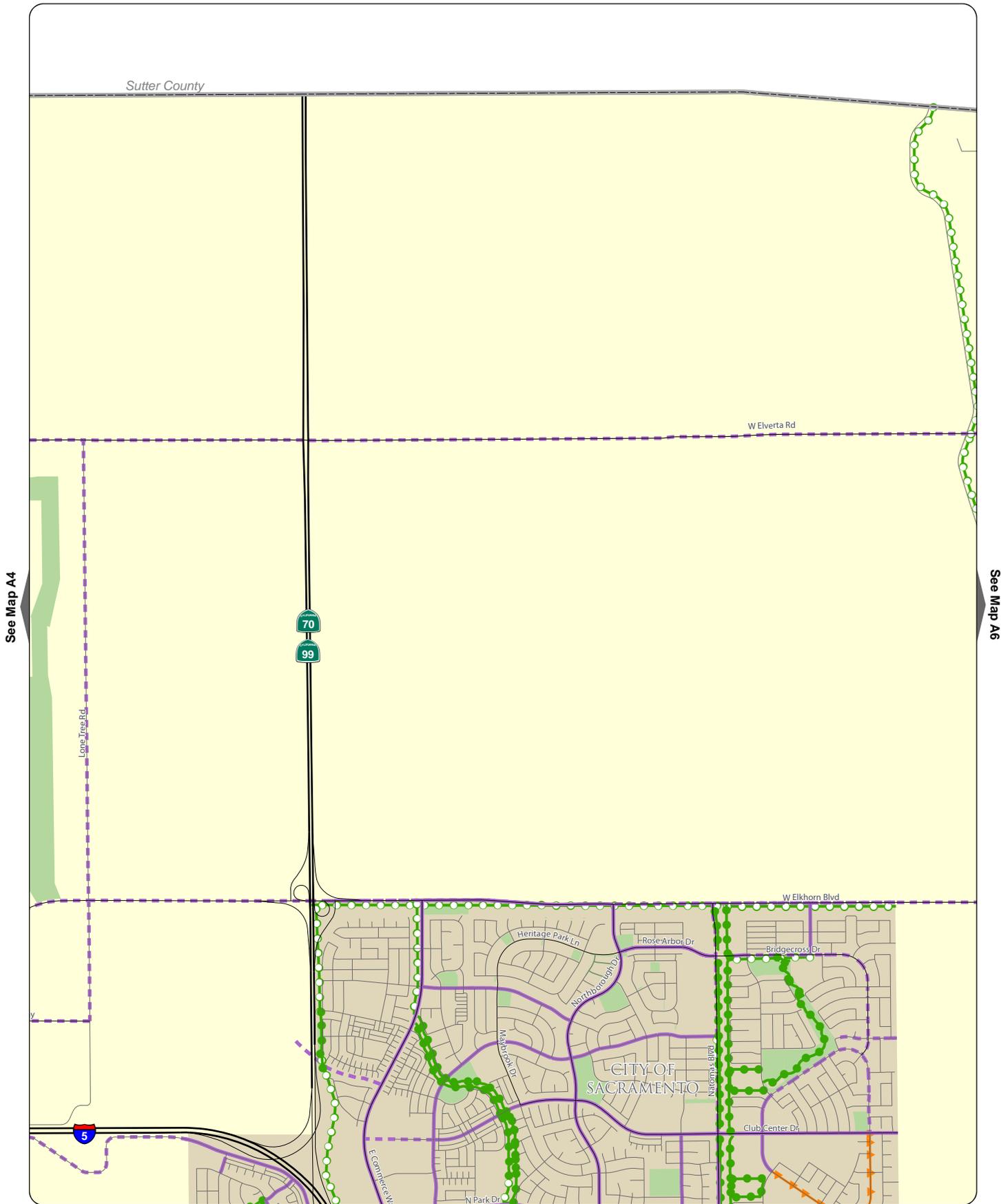




See Map B4

See Map A5





See Map B5



MAP A5 EXISTING AND PLANNED BICYCLE FACILITIES

SR 70-99 CMCP Corridor Goals, Objectives and Performance Metrics

Goals	Objectives	Performance Metrics
1. Safety	1.1 Reduce the number of incidents within the Corridor	<ul style="list-style-type: none"> Number/severity/type of accidents on highways Number/severity/type of bicycle accidents Number/severity/type of pedestrian accidents
	1.2 The Corridor as an Emergency Route	<ul style="list-style-type: none"> Priority Emergency Escape Routes Contra-Flow Capabilities Access Use by First Responders
2. Efficiency	2.1 Reduce recurring delay along the SR 70-99 Corridor	<ul style="list-style-type: none"> Vehicle-Hours of Delay(VHD) Person-Hours of Delay (PHD)
	2.2 Improve productivity along the SR 70-99 Corridor	<ul style="list-style-type: none"> Person throughput Freight throughput Transit Ridership
	2.3 Increase vehicle occupancy by mode	<ul style="list-style-type: none"> Vehicle occupancy rate Percentage of non-SOV compared to SOV by mode Share of alternative modes
3. System Reliability	3.1 Improve highway travel time reliability	<ul style="list-style-type: none"> Travel time by mode Buffer time index (BTI, or the amount of extra "buffer" time needed to be on-time 95 percent of the time) Planning time index (PTI, the ratio of the 95th percent peak period travel time to the free flow travel time)
	3.2 Reduce non-recurring delay along the SR 70-99 Corridor	<ul style="list-style-type: none"> Response time of non-recurring incidents (planned) Clearing time of non-recurrent incidents (accidents)
	3.3 Improve transit on-time performance	<ul style="list-style-type: none"> Transit on-time performance Number of transit operational improvements
4. Multimodal Accessibility, Connectivity and Equity	4.1 Improved access and connections to existing or future multimodal transportation hubs	<ul style="list-style-type: none"> Number of transit access improvements including new connection points for all users Number of active transportation improvements at transportation hubs
	4.2 Reduce gaps in the bicycle network	<ul style="list-style-type: none"> Bicycle lane miles by facility classification, Bike/ped freeway crossing spacing/density
	4.3 Reduce gaps in the pedestrian network	<ul style="list-style-type: none"> Pedestrian walkway miles, including bike/pedestrian overcrossings
5. Air Pollution and Greenhouse Gas Emissions Reduction	5.1 Reduce Vehicle-Miles Traveled (VMT) and/or Vehicle Hours of Delay (VHD)	<ul style="list-style-type: none"> Total VMT and VHD Per capita VMT and VHD
	5.2 Reduce criteria pollutants	<ul style="list-style-type: none"> Emissions of criteria pollutants, including carbon monoxide (CO), lead, nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), and sulfur dioxide (SO2)
	5.3 Reduce greenhouse gas emissions	<ul style="list-style-type: none"> Emissions of greenhouse gas
6. Economic Prosperity	6.1 Increase freight efficiency	<ul style="list-style-type: none"> Freight throughput
	6.2 Promote access to jobs	<ul style="list-style-type: none"> Share of jobs accessible in congested conditions
	6.3 Reduce per-capita delay on freight network	<ul style="list-style-type: none"> Per-capita delay on freight network
7. Modern Infrastructure and Asset Management	7.1 Close gaps in TOS elements, such as Ramp Metering, Vehicle Detection Sites, Closed-Circuit Television Cameras and Changeable Message Signs	<ul style="list-style-type: none"> Number of TOS elements installed Presence of fiber-optic
	7.2 Ensure good TOS element health	<ul style="list-style-type: none"> TOS elements uptime percentage

Item 8 - ATT 3 - Draft SR 70-99 CMCP Goals and Objectives 10272020

Goals	Objectives	Performance Metrics
		<ul style="list-style-type: none"> Percentage of TOS elements inspected or maintained within the last X number of years
	7.3 Improve pavement conditions	<ul style="list-style-type: none"> PCI index rating
	7.4 Upgrade facilities to meet best practice in design of multimodal facilities	<ul style="list-style-type: none"> Number of bike facility upgrades from unclassified, Class 3 and Class 2 to Class2 enhanced and Class 4 Bike/ped freeway crossing spacing/density Number of transit operational improvements
8. Efficient Land Use	8.1 Reduce reliance on single occupancy vehicles	<ul style="list-style-type: none"> Non-SOV mode share Non-vehicle mode share
	8.2 Reduce trip length and overall trip making	<ul style="list-style-type: none"> Per capita VMT

**COUNTY OF SACRAMENTO
BICYCLE ADVISORY COMMITTEE
FINAL Meeting Minutes**

Department of Transportation | Videoconference

Online: <https://zoom.us/j/98579907165>

Phone: 1 (669) 900-6833, ID: 98579907165#

WEDNESDAY September 9, 2020 - 6:00 p.m.

Members of the public wishing to address the committee on any item not on the agenda may do so at the beginning of the meeting. We ask that members of the public request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.

1. Roll Call / Welcome and Introductions

Members: Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

Start time: 6:00 p.m.

Present: Thomas Cassera, Robert Goss, Katherine Koumis, Sue Schooley, Erin Stumpf, Jack Wursten, Dave Comerchero

Absent Excused: None

Absent Unexcused: None

2. Public Comment on Non-agenda Topics

3. Review and Approve Meeting Minutes of July 8, 2020

Action Item

Motion: Approve meeting minutes of July 8, 2020

Action: Motion/**Second:** Schooley/Goss

Ayes: Cassera, Goss, Schooley, Stumpf, Wursten, Comerchero

Noes: None

Abstain: None

Absent: None

4. South Watt Avenue Improvement Project

Informational

Heather Yee, SACDOT, (916) 874-9182, yeeh@saccounty.net

6:40 p.m.

- Provided a summary of project with how bicycle and pedestrian infrastructure are treated within the project limits.

The meeting facilities are accessible to persons with disabilities. Requests for documents in accessible formats, interpreting services, assistive listening devices, or other accommodations should be made through the County Disability Compliance Office at (916) 874-7642 or (916) 874-7647 (TTY/TDD), no later than five working days prior to the meeting.

5. Slow Streets

Review and Comment

Jack Wursten, Sacramento County Bicycle Advisory Committee Member, (916) 517-2722, jack.wursten@gmail.com

6:08 p.m.

- Discussed whether to bring a letter of support for a Slow Streets program to the Committee.

6. Active Transportation Plan Update

Review and Comment

Mikki McDaniel, SACDOT, (916) 875-4769, mcdanielm@saccounty.net

- Staff forwarded Existing Conditions and Document Review to the Committee. Staff requested change to collision analysis in the Safety Memo, which will then be forwarded to the Committee.
- Received ATP network analysis from consultant and is under staff review.
- Stakeholder meetings held to date include: Resources for Independent Living, Asian Resources, Inc., La Familia, Tree Foundation, Organize Sac, Everyday Impact Consulting, International Rescue Committee, Disability Advisory Committee – Physical Access Subcommittee, and City of Rancho Cordova. Meetings scheduled for next week include Transportation Management Agencies; Resources for Independent Living and Disability Resource Center.

7. Letters of Support – ATP Cycle 5

Action

Mikki McDaniel, SACDOT, (916) 875-4769, mcdanielm@saccounty.net

See attached for letters of support for three projects: Watt Avenue Complete Streets Phase 1, Folsom Boulevard Complete Streets Phase 2, and South Sacramento County Safe Routes to School – Ethel Baker, Nicholas, and Pacific Elementary Schools

Motion: Approve three letters of support for Active Transportation Program Cycle 5 projects with signatures from Chair and Vice Chair.

Action: Motion/Second: Goss/Schooley

Ayes: Cassera, Goss, Schooley, Stumpf, Wursten, Comerchero

Noes: None

Abstain: None

Absent: None

8. Staff Updates and Reports Back

- Thomas Edison Non-Infrastructure Program Update

9. Future Agenda Items

- Elverta Road Widening: Dutch Haven to Watt
- Fern Bacon Safe Routes to School
- Active Transportation Plan Update
- Collision Report

10. Informational Items

- Final Meeting Minutes, May 13, 2020

11. Set Next Meeting Dates

- a) Next SacBAC meeting: November 18; Location: Online: <https://zoom.us/j/98333665123>;
Dial-in only: +16699006833,,98333665123# US (San Jose)
- b) Adjourn SacBAC